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*The Capital Region of
New York State*







Indian Council, Johnson Hall, Johnstown, 1772

*The Capital Region of
New York State*

CROSSROADS OF EMPIRE

Comprising

ALBANY	COLUMBIA
RENSSELAER	SCHENECTADY
GREENE	SCHOHARIE
MONTGOMERY	FULTON
HERKIMER	OTSEGO
COUNTIES and ENVIRONS	

BY

FRANCIS P. KIMBALL

VOLUME II

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CHAPTER XIX

Sloops, Steamboats and Turnpikes

New Age of Transportation Begins—Massachusetts and New York Agree to Open Western Country—Extent of New England Migration—Era of Sailing Ships—Washington Irving Describes a Sloop Voyage on Hudson, 1800—Steamboat Changes the Scene—Triumph of Fulton's Folly—The First Voyage to Albany in Thirty-two Hours—M. Michaux Bravely Takes the Down-Trip—Marshall Breaks the River Monopoly, 1824—Day and Night Lines Founded—"Swallow" Disaster at Athens, 1845—Catskill Evening Line—Famous "Mary Powell"—Turnpikes Rapidly Develop—Albany and Schenectady, 1797—Albany and Columbia, 1798—Great Western Turnpike, 1797—Mohawk Turnpike—Susquehanna Turnpike, 1800—Loonenburg Pike, 1802—Famous Inns of the Turnpikes—Wooden Bridges at Cohoes, Lansingburg and Up Valley—Weed's Famous Journey of 1824.

The wonders of the modern age have swept upon us in the past forty years in such profusion, changing the complexion of nearly all things and introducing us to such incredible methods of communication and travel that we may pause in some perplexity to appreciate what toil, patience, hardihood and genius were necessary before the wilderness of New York State was finally conquered.

The pace at which that conquest moved—the gait of a horse and a canal boat; the pace of a steamboat wafting scarcely faster than a walk; and of a railroad that shattered all conceptions of speed to the winds, rousing intense antagonism thereby—are all a part of achievement that was scored in the Hudson and Mohawk valleys.

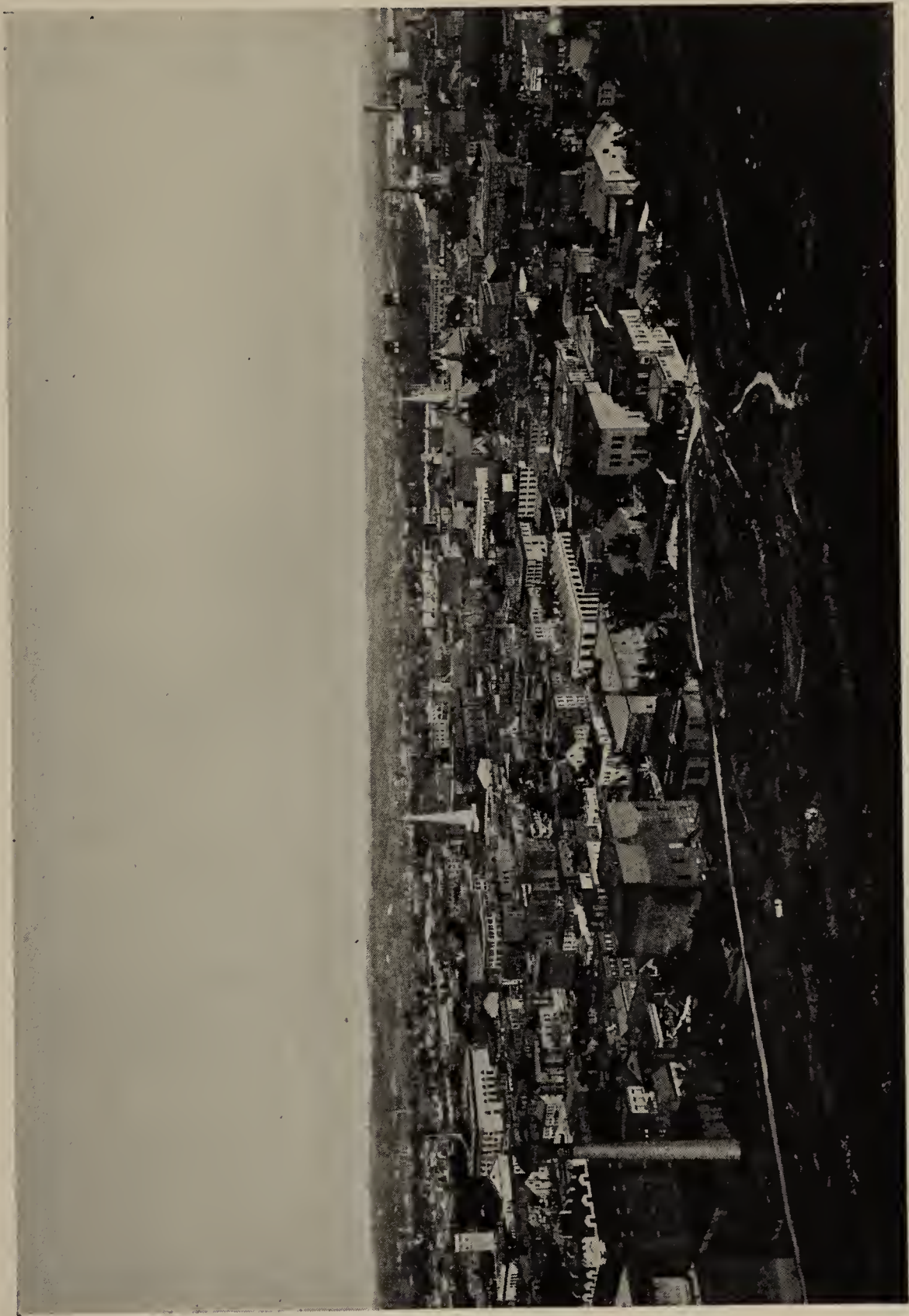
The people of these valley routes and their neighbors were the first to enjoy this unfolding of modern inventiveness, and the fruits of persistent pioneers who came to hand to hand grips with Nature's toughest problems and would not be daunted. The modern engineer respects the mighty covered bridges that were flung across the streams a century ago—some of which still stand in utility. He respects also the

clanking paddleboat that snorted like a demon going against wind and tide; as he doffs his hat to the first Erie Canal, built by rule o' thumb with amazing accuracy and even without a good cement; and the puffing fabulous locomotive that hauled stagecoach cars across the Schenectady sand plain.

These were all a part of the life of the Capital Region of New York. One who lived in these valleys or on these hills between the years 1800 and 1845 would have witnessed a tremendous epoch. Nothing like it had occurred before. To that age the sloop, steamboat, stagecoach, canal lock, railroad train and magnetic telegraph, were as miraculous as are our telephone, electric light, automobile, airplane, streamlined train, concrete highway, mile-long suspension bridges, skyscrapers and radio. These eras, each of about forty-five years, a century apart, have been perhaps the two greatest in American growth. They reveal the sweeping cycle of man's ingenuity that was released in 1783 when human beings learned that they were free. No other country in the world has exhibited such progress.

The inventiveness displayed in the Hudson-Mohawk region was undoubtedly stimulated by the vitalizing effect of incoming population. Here the sturdy, keen persistence of the Dutch and the Palatines mingled with the sharp restless energy and shrewdness of the New Englander. The number of families that emigrated from New England to New York in the first half century following the Revolution was quite amazing. Vermonters moved over into northern New York to such an extent that in fifty years one-fifth of her population had departed the home soil. Massachusetts lost many of her best citizens to New York, as did Connecticut. Connecticut's population increased only ten per cent. from 1800 to 1820, while that of New York State doubled in size. Others came in from New Hampshire and Rhode Island. Generally, the Connecticut people infiltrated the southern tier, by way of the Susquehanna Turnpike through the Catskills, a bee-line route, but many came to the Mohawk Valley and environs. To these were added immigrants from Europe, many called by relatives on this side, and great groups of Scotch, Irish, Swiss and Scandinavians arrived as well as English.

The magnetic attraction was not hard to define. New England had been the most populous section of the country. Its advantages and disadvantages had become well known to the settlers. Those who thought they might find more productive fields, tired of grubbing stony pastures, and lured by tales of the rich bottom lands of the western valley and lake regions, decided to chance the trek. It is



Troy—Birdseye View

on record that the passage of caravans through Albany in the period 1790-1795 was so great that many travelers were made ill by the clouds of dust from the trail; and some dropping out of the western procession, made their stake wherever they happened to stop and became the unexpected founders of New York State villages in numerous instances.

Easing the way for settlement was the agreement reached in 1786 between New York and Massachusetts settling the ownership of the western lands in New York State. Massachusetts had claimed them under the charters of the early seventeenth century from the British King. New York also claimed them, and it is revelatory of the conditions of the time that the two states worked out the agreement without the arbitration of the national government.

The commissioners appointed to effect this treaty for New York were James Duane, Robert R. Livingston, Robert Yates, John Haring, Melancthon Smith and Robert Benson, the first three being well-known figures of the Capital Region. They convened at Hartford, Connecticut, as a neutral location. It was decided that the territory west of a line drawn through Seneca Lake to the Pennsylvania border should be under the jurisdiction of New York State, but Massachusetts should have the sale of it, provided the Indian claims were extinguished. The agreement was approved by both states. Land companies did the rest, offering inducements to settlers, and selling land at prices from fifty cents an acre up. A vast migration was incited without delay.

How that travel was accomplished is rather amazing to behold. Upon the courses of the Hudson still were found the picturesque sloops that had been used from the earliest times of the Dutch. In these vessels, built like small yachts with mainsails and jibs, was space for cargo as well as passengers. The possession of these boats was an assurance of a comfortable livelihood. If they typified tranquillity, they nevertheless were able to keep alive the pulse-beats of the communities along the river. It was customary then for Hudson River dwellers to have local docks or "canoe places," where they would keep canoes or scows in which they would go out to meet the sailboats, with home grown produce to be transported to New York or other markets. Cargoes were transferred in midstream. Many settlers going to locate in the north or west traveled on these sloops in command of gruff Dutch captains.

There are a few rare pictures of word and canvas left of that period which Washington Irving felt could never be duplicated. Referring to a voyage he made in 1800, Irving wrote:

"My first voyage up the Hudson was made in early boyhood, in the good old times before steamboats and railroad had annihilated time and space, and driven all poetry and romance out of travel. A voyage to Albany then was equal to a voyage to Europe at present, and took almost as much time. We enjoyed the beauties of the river in those days; the features of nature were not all jumbled together, nor the towns and villages huddled one into the other by railroad speed as they are now.

"I was to make the voyage under the protection of a relative of mature age; one experienced in the river. His first care was to look out for a favorite sloop and captain in which there was great choice.

"The constant voyaging in the river craft by the best families of New York and Albany, made the merits of captains and sloops matters of notoriety and discussion in both cities. The captains were mediums of communication between separated friends and families. On the arrival of one of them at either place he had messages to deliver and commissions to execute which took him from house to house. Some of the ladies of the family had, peradventure, made a voyage on board of his sloop, and experienced from him that protecting care which is always remembered with gratitude by female passengers. In this way the captains of Albany sloops were personages of more note in the community than captains of European packets or steamships at the present day.

"A sloop was at length chosen; but she had yet to complete her freight and secure a sufficient number of passengers. Delays were consumed in 'drumming up' a cargo. This was a tormenting delay to me who was about to make my first voyage, and who, boy-like, had packed up my trunk on the first mention of the expedition. How often that trunk had to be unpacked and repacked before we sailed!

"At length the sloop actually got under way. As she worked slowly out of the dock into the stream, there was a great exchange of last words between friends on shore and much waving of handkerchiefs when the sloop was out of hearing.

"Our captain was a worthy man, native of Albany, of one of the old Dutch stocks. His crew was composed of blacks, reared in the family and belonging to him; for negro slavery

still existed in the State. All his communications with them were in Dutch. They were obedient to his orders, though they occasionally had much previous discussion of the wisdom of them, and were sometimes positive in maintaining an opposite opinion. This was especially the case with an old grey-headed negro, who had sailed with the captain's father when the captain was a mere boy, and who was very crabbed and conceited on points of seamanship.

"I observed that the captain generally let him have his own way.

"What a time of intense delight was that first sail through the Highlands. I sat on the deck as we slowly tided along at the foot of those stern mountains, and gazed with wonder and admiration at cliffs impending far above me, crowned with forests, with eagles sailing and screaming around them; or listened to the unseen stream dashing down precipices; or beheld rock, and tree and cloud and sky reflected in the glassy stream of the river. And then how solemn and thrilling the scene as we anchored at night at the foot of those mountains, clothed with everhanging forests; and everything grew dark and mysterious; and I heard the plaintive note of the whip-poor-will from the mountain-side or was startled now and then by the sudden leap and heavy splash of the sturgeon."

Another noted author, N. P. Willis, wrote, in 1840 (as quoted in Bacon's delightful "The Hudson River") :

"The passage through the Highlands at West Point still bears the old name of Wey Gat or Wind-gate; and one of the prettiest moving dioramas conceivable, is the working through the gorge of the myriad sailing craft of the river. The sloops which ply the Hudson, by the way, are remarkable for their picturesque beauty, and for the enormous quantity of sail they carry on on all weathers, and nothing is more beautiful than the little fleets of from six to a dozen, all scudding or tacking together, like so many white sea birds on the wing.

"Up they come, with a dashing breeze, under Anthony's Nose, and Sugar Loaf, and giving the rocky toe of West Point a wide berth, all down helm and round into the bay; when—just as the peak of Crow Nest slides its shadow over the main-sail—slap comes the wind aback and the whole fleet is in a flutter. The channel is narrow and serpentine, the wind baffling,

and small room to beat: but the craft are worked merrily and well; and dodging about as if to escape some invisible imp of the air they gain point after point till at last they get the Dunderbarrck behind them and fall once more into the regular current of the wind." [Dunderbarrck was a phonetic way of spelling Dunderberg. The Dutchmen rolled the "r's" and made the "e's" sound like broad "a's."]

Mingled with the sloops of Albany, Troy and Catskill were schooners of the coasting trade, whaling vessels coming into Kingston and Hudson, and other craft. Boat-building was a long established industry along the river, and there seafaring families lived. Captains in retirement liked to build houses that perched along the shores whence they could climb to the railing atop the house called the "captain's walk" to obtain a better view of passing craft. Rich with this tradition are the river towns such as New Baltimore, Athens, Catskill, Hudson and those below. These riverside homes in New Baltimore seem taken from the pages of "Moby Dick."

The first great change for the river boatmen and the industries along the shore came in 1807, when Robert Fulton, with the backing of Chancellor Robert R. Livingston, of Clermont, succeeded in establishing practical steam navigation. There had been many previous attempts to apply steam power to vessels. William Henry, of Lancaster, Pennsylvania, was probably the pioneer steamboat builder. John Fitch, a friend of Henry's, succeeded in producing a boat which made several trial runs, although cumbersome. Colonel John Stevens and his son, Robert L. Stevens, in 1804 constructed a boat with twin screw propellers, but it had proved experimental. After Fulton's success Stevens was to become a famed builder of hulls and steamboat machinery used in many of the Hudson River craft. As early as 1789 the older Stevens had applied to the New York Legislature for exclusive privileges of steamboat navigation on the Hudson. James Rumsey, in 1790, ran a steamer on the Delaware.

Fulton did not claim origination of the steamboat, but only its practical application. He was born in 1765 at Little Britain, Lancaster County, Pennsylvania. As a boy of fourteen he constructed a set of paddle wheels for his rowboat, which enabled him to taking fishing trips with less effort. His first bent appeared to be for art, and he went abroad for several years. He was in Paris in 1801, where he met Chancellor Livingston, then American Minister to France, who himself experimented with steam navigation. They soon undertook

to build a boat which, however, broke in two and sank before the trial. A second trial proved a success and Livingston agreed to supply funds for the building of a steamboat to operate on the Hudson. The engine was ordered from Messrs. Boulton and Watt, of Birmingham, England, according to Fulton's specifications, but it was long delayed, not reaching New York until 1806. Through his legislative influence Livingston obtained the passage of an act, which he had obtained once before, but had not used, giving monopoly rights to steamboat navigation on the Hudson. It was specified the boat must be in operation within two years. Fulton's costs exceeded the allotment agreed upon and he was forced to raise additional money. One of his subscribers was said to have been Robert Lenox, who refused to have his name be known, unwilling to have it suspected he had risked his honest dollars on so foolhardy an enterprise!

The vessel was built at the yard of Charles Brown on the East River, New York City, although some reports have held it was constructed in North Bay near Chancellor Livingston's manor house of Clermont, at Tivoli. It was 130 feet long, sixteen feet wide and four feet deep, of 160 tons displacement. The engine had a steam cylinder twenty-four inches in diameter with a four-foot stroke. The boiler was twenty feet high, seven feet in diameter. The wheels, unprotected by housing, were fifteen feet in diameter. The appearance of the vessel was rendered the more unusual by having a tall smoke stack, fore and aft masts and sails. She was, indeed, unlike anything that had been seen on that or any other river. In honor of the Chancellor, Fulton gave the name "Clermont" to the ship.

Its appearance at the foot of Tenth Street, New York City, early in August, 1807, ready for her trials, aroused the scorn of the neighborhood and likewise that of the city at large.

Her first attempt to get off on her voyage ended in failure, the boat swinging and jamming against the dock, which damaged the bow. A week later, on August seventeenth, according to most authorities, though some give a later date, the "Clermont" took on her passengers, about forty friends of the designer, and prepared for the great experiment. The passengers included Chancellor Livingston, John R. Livingston, John Swift Livingston, Helen and Kate Livingston; their aunt, Mrs. Thomas Morris, daughter-in-law of Gouverneur Morris; Harriet Livingston, daughter of Walter Livingston; and others.

Several hours elapsed before the signal was given to cast off and the fateful moment arrived. The boat swung out from the dock, the

engine in reverse. Captain Andrew Brink, a Scotsman, the ship's master at the wheel, signaled steam ahead. The engine suddenly balked. Fulton hastily examined it and found it had stopped on dead center. The passengers as well as the watchers on the dock were apprehensive lest it explode. But a moment later the wheels began moving again, the paddles slapping the water slowly but rhythmically. Splash! Splash! it kept on going, moving out into midstream, against wind and tide, smoke streaming from stack, passengers holding to the rail to steady themselves from the novel motion of a boat driving through the water by propulsion of paddlewheels. The silence ashore was broken by a sudden wave of enthusiastic applause. As a contemporary writer put it:

"Nothing could exceed the surprise and admiration of all who witnessed the experiment. The minds of the most incredulous were changed in a few minutes. Before the boat had made the progress of a quarter of a mile, the greatest unbeliever must have been converted."

The steamboat apparently never faltered throughout the voyage. It passed up stream, entering the Highlands at dusk. As night came on the passengers entered the cabin, where candles were lighted. Outside the pine wood thrown into the boiler fire sent showers of bright sparks into the air and the open fuel door cast a glare on the river. Observers along the shore wondered what was going on. "The devil's going to Albany in a sawmill on a scow," one Dutchman reported to his vrouw.

The boat kept on through the night, and did not rest until one o'clock in the afternoon, when it reached Clermont, the Chancellor's home. It was Fulton's day for glory. As the vessel headed toward the land below the manor house, finishing the first leg of its journey, Chancellor Livingston announced Harriet's betrothal to the inventor. The party spent the night at the manor, except Captain Brink, who lived across the river, setting out at nine o'clock the next morning. Late in the afternoon the "Clermont" splashed her paddlewheels against the Albany dock, completing a voyage of 150 miles in thirty-two hours, averaging nearly five miles an hour. A stunned crowd of sloop men and other citizens watched in amazement the arrival of the strange craft which brought into being the modern era of steamboat transportation. Cheers broke out as Fulton and the Chancellor came ashore.

Fulton's account of the voyage stated that on leaving New York he saw the anxiety of his friends, reading "in their looks nothing but disaster." When the engine stopped he had asked for a few moments in which to solve the trouble, and after it was going again, he thought all would be well. But, he wrote:

"All were incredulous. None seemed willing to trust the evidence of their own senses. We passed through the romantic and ever-varying scenery of the Highlands; we described the clustering houses of Albany; we reached its shores—and then, even when all seemed achieved, I was the victim of disappointment. Imagination superseded the influence of fact. It was then doubted if it could be done again, or if done, it was doubted if it could be made of any great value."

A French botanist, M. Michaux, who had arrived at Albany from Burlington, Vermont, and became a passenger on down trip to New York, wrote:

"The vessel was lying alongside the wharf, a placard announced its return to New York for the next day, the 20th August, and that it would take passengers at the same price as the sailing vessels, three dollars."

Michaux accordingly bought his ticket, as did a friend named Parmentier. There was a large crowd to witness the departure, but some backed out at the last minute.

"Chancellor Livingston, whom we supposed to be one of the promoters of the new way of navigating rivers, was the only stranger with us [Michaux wrote]. He quitted the boat in the afternoon to go to his country residence, which was upon the left bank of the river. From every point on the river whence the boat, announced by the smoke of the chimney, could be seen, we saw the inhabitants collect; they waved their handkerchiefs and hurrahed for Fulton. . . . We arrived the next day between 1 and 2 o'clock at New York."

Fulton's version of the down trip stated:

"On Thursday, at nine o'clock in the morning, I left Albany and arrived at the Chancellor's at six in the evening; I started from thence at seven and arrived at New York at four in the afternoon—time, thirty hours; space run through,

one hundred and fifty miles; equal to five miles an hour. Throughout my whole way, both going and returning, the wind was ahead; no advantage could be derived from my sails; the whole has, therefore, been performed by the power of the steam-engine."

The "Clermont" thus qualified for the operating protection granted by the Legislature. Fulton was then forty-two years old. Only for eight years, however, did he enjoy the fruits of his success, his death occurring in 1815. The first group of boats to run on the Hudson were the "North River"—as the "Clermont" was renamed after lengthening in 1813; the "Car of Neptune," 1807; "Paragon," 1811; "Jerry," a ferry boat, and "Firefly," 1812, all Fulton's boats. In 1816 there were eight steamers on the river and a new vessel named "Chancellor Livingston" was built.

One of Fulton's rules for passengers read:

"It is not permitted for any person to lie down in a berth with their boots on or shoes on, under a penalty of \$1.50 and a half a dollar for each half hour they may offend against this rule, the money to be spent in wine for the company."

The official name of the Livingston and Fulton line was the North River Steamboat Company. Before the twenty-year privilege was up, however, suit was brought in the United States Supreme Court and, in *Gibbons vs. Ogden*, Chief Justice John Marshall held against the company, breaking the monopoly, in 1824. In honor of this decision, a steamboat was built, running to Troy, named "Chief Justice Marshall."

Now the number of vessels on the river rapidly increased. In 1826 there were sixteen and, in 1840, one hundred. The building of river steamers continued actively until recent years. The piloting, staffing and care of these vessels, which grew larger and faster, became a vocation followed by hundreds of fathers and sons along the river. Demand for speed arose as the fleet of steamboats thickened and competition increased. Some of the trips were phenomenal. Vessels frequently raced with total disregard of passenger safety, resulting in numerous boiler explosions and other fatalities. The steamer "Albany" made the New York run in 1840 in eight hours and thirty-five minutes.

Reluctance of passengers to travel near the boilers led to the use of so-called "safety barges" in 1836 by Abram Van Santvoordt.



Cohoes—School Street Station of the Power and Light Company

These were towed by the steamers to which they were fastened by a plank. Fare to New York was \$2.00. From this dates the Hudson River Day Line, which was so named in 1863. A freight business also early developed, barges being fastened alongside the steamers. Towing astern, with long hawsers, was a late development, after 1860.

Dr. Eliphalet Nott, Union College president, built the steamboat "Novelty" at an Albany shipyard in 1830. It had two high pressure engines, one to be fueled with coal and one for wood. It was credited with being the first steamship built for coal burning.

One of the great disasters was the destruction of the "Swallow" of the Troy Night Line when she was racing the "Rochester" in 1845. Off Hudson, she ran upon a rocky island, broke in two and sank in a few minutes. The accident was near the Athens shore, and citizens there engaged in heroic rescues. Assistance was given by two other steamers, but fifteen lives were lost. The "Swallow" was a boat of Commodore Cornelius Vanderbilt's line and the "Rochester" belonged to Daniel Drew. Drew finally obtained control of the Hudson River Night Line, which began in 1830 as the People's Line. In 1846 the steamer "Oregon" was rated the fastest on the river. It was a one thousand-ton ship, carrying six hundred passengers, and was 330 feet long. It averaged twenty-five miles an hour speed. By 1850 there were twenty different steamboat companies in the New York-Albany run. Competition became so keen at times that fares dropped to fifty cents and even to ten cents for the 150-mile ride.

Commodore Vanderbilt, in 1855, purchased the "Alida," one of the faster ships, and founded the Day Line. In 1864 another speed record was set when the "Chauncey Vibbard" made the trip between Albany and New York in six hours and forty-two minutes. During some of the races captains would run low on fuel and burn the cabin furniture. Legislation finally ended this dangerous practice.

The unrivaled queen of the Hudson was the "Mary Powell," whose career spanned the years 1860-1923. She once went from New York to Rondout, ninety-two miles, in four hours twelve minutes. It was traditional that no boat ever passed her. She was owned by the Day Line and had a bell of singular sweetness. Henry Ford salvaged some of the parts of the vessel when it ended its commercial career and was scrapped.

The Catskill Evening Line operated between mid-river ports and New York, including Stuyvesant, Cocksackie, Stockport, Athens, Hud-

son and Catskill, conducting a freight pick-up service for many years. It was formed in 1877. One of its popular steamers, the "Catskill," 250 feet long with thirty-five-foot beam, was built at Athens.

A description of steamboat travel after it had become well established, and which was duplicated for many years thereafter, was set down by N. P. Willis in 1840, an authentic account which was graphic indeed.

"With most persons [he wrote] to mention the Palisades is only to recall the confusion of a steamer's deck, just off from the wharf, with a freight of seven or eight hundred souls hoping to 'take tea' in Albany. The scene is one of inextricable confusion, and it is not until the twenty miles of the Palisades are well passed that the bewildered passenger knows rightly whether his wife, child or baggage, whichever may be his tender care, is not being left behind at the rate of fifteen miles an hour.

"I have often flung my valise into the corner and sure that the whole of my person and personal effects was under way, watched the manifold embarrassments and troubles that beset the uninitiated voyager upon the Hudson. Fifteen minutes before the starting of the boat, there is not a passenger aboard; 'time is money' and the American, counting it as part of the expense, determines to pay only 'on demand.' He arrives on the narrow pier at the same instant with seven hundred men, ladies and children, besides lapdogs, crammed baskets, uncut novels and baggage for the whole. No commissioner in the world would guarantee to get all this freight on board in the given time, and yet it is done, to the daily astonishment of newspaper hawkers, orange women and penny-a-liners watching for dreadful accidents.

"The plank is drawn in, the wheels begin to paw like foaming steeds impatient to be off, the bell rings as if it were letting down the steps of the last hackney-coach, and away darts the boat, like half a town suddenly slipping off and taking a walk on the water. The 'hands' (who follow their nomenclature literally and have neither eyes nor bowels) trip up all the little children and astonished maids in coiling up the hawser: the waiter rings a hand-bell as if he were crazy, exhorting 'Them passengers as hasn't settled to step to the Cap'n's office and settle.' "

It has to be remembered that in the first forty years of Hudson River steamboating it divided honors only with the stagecoaches and sloops for the traffic between Troy, Albany and New York. The railroad did not appear along the shores of the great stream until 1851. At the first the sloop captains eyed with displeasure the intrusion of the paddleboat, and for a considerable period the steamboats carried only passengers, leaving the freight trade to the sail boatmen. But gradually the change began to take effect, and the sails were slowly to disappear from the river's surface. In turn, the steamboat, particularly in the last twenty years, has found the railroad speed a serious competitor, and the mighty steamboating of a century ago has shrunk to almost a single line. Yet it was steamboat travel that brought the bulk of the "westward ho" pioneers to the head of the Hudson in the period 1807-50 and the rattle of those paddle-wheels was the first music of their migration.

The first decision against the Fulton-Livingston monopoly was handed down in the State's highest court by Chief Justice Kent, afterwards Chancellor, in a unanimous opinion. Said he:

"Hudson River is the property of the people of this state, and the Legislature have the same jurisdiction over it that they have over the land or over any of our public highways, or over the waters of any of our rivers or lakes. They may, in their sound discretion, regulate and control, enlarge or abridge the use of its waters, and they are in the habitual exercise of that sovereign right. . . .

"It is said that a steamboat may become the vehicle of foreign commerce; and, it is asked, can then the entry of them into this state, or the use of them be prohibited? I answer, yes, equally as we may prohibit the use of slaves, or of pernicious animals, or an obscene book, or infection goods, or anything else that the Legislature shall deem noxious or inconvenient."

It has since evolved that the Federal Government has been declared supreme on our navigable rivers.

THE TURNPIKE ERA

A glimpse of the conditions in the interior of New York State as the march of migration began may be had from a letter written by Judge William Cooper after his trip into the Otsego Lake country

from New Jersey in 1785, to view the lands he had purchased, a part of the old Croghan Patent.

"In 1785 [he wrote] I visited the rough and hilly country of Otsego, where there existed not an inhabitant nor any trace of a road. I was alone, 300 miles from home, without bread, meat, or food of any kind. Fire and fishing tackle were my only means of subsistence. I caught trout in the brook and roasted them in the ashes. My horse fed on the grass that grew by the edge of the waters. I laid me down to sleep in my watch-coat, nothing but the melancholy wilderness around me. In this way, I explored the country, formed my plans of future settlement and meditated upon the spot where a place of trade or a village should afterward be established."

After the settlement had been made, Cooper told of the difficulty of making roads to connect the homes and trading houses. "I had not funds of my own sufficient for the opening of new roads," he said, "but I collected the people at convenient seasons, and by joint efforts we were able to throw bridges over the deep streams, and to make in the cheapest manner such roads as then suited our humble purposes."

This type of pioneer effort to open lanes of travel was common to the whole Capital Region, even after the organization of turnpike companies was begun. How difficult the going was in cutting trees, removing roots and stumps to make passage way for ox carts and horse-drawn caravans bound for off-the-trail locations can be gained from Talleyrand's description of a visit to the Genesee country of New York:

"At less than 154 miles from the capital (Philadelphia) all trace of men's presence disappeared. Nature, in all her primeval vigor, confronted us; forests as old as the world itself; decayed plants and trees covering the very ground where they once grew in luxuriance; thick and intricate bushes that often barred our progress. In the face of these immense solitudes we gave free vent to our imagination; our minds built cities, villages and hamlets.

"To be riding through a wild forest, to lose one's way in the middle of the night, and to call one's companion to ascertain that you are not missing each other; all this gives impressions impossible to define."

Under such circumstances, wherever possible, the settlers in the new region utilized the streams for transportation. Thus, measures for the improvement of navigation in the Mohawk and the building of better roads for passage along the valley routes began simultaneously.

When General Philip Schuyler, of Albany, was pioneering the first navigation locks on the Mohawk at Little Falls, in 1792, stagecoach progress was being scored along the Mohawk shore to Whites-town, one hundred miles from the Hudson. This was the first important stage route operated since the Albany-New York run was begun by Hall, Van Wyck and Kinney, in 1785, on the old Post Road on the east side of the Hudson. Previous to 1785, Albany was a central post office to which letters were sent from points north, south and west of the city. There they were distributed and taken to destinations by various post-riders who were paid by the people along the routes they served. The system had been placed in effect shortly before the Revolution. Mail stages began to supplant the post-riders after the war, and post offices were located on the stage routes. Claverack was one of the stops on the original stage to New York, Hudson people sending there for mail until 1793, when they had their own office. The stage stopping place in Hudson was at Kellogg's Tavern on the site of the Worth Hotel.

The proposal in 1792 to run a stage into the western territory as far as Whitestown drew this comment from the Albany "Gazette": "Such an idea a few years ago would have been ridiculed; but from the great intercourse with the west through this city, we have every reason to suppose it will answer a valuable purpose, both to the public and the proprietors; especially, if the proprietors should succeed in contracting for the mail, of which there can be little doubt."

At that time settlers going west in overland wagons, of covered type, as well as less convenient ox-drawn vehicles, often numbered five hundred families a day going through Albany, carrying all their household belongings and farm implements.

Before the formation of turnpike companies, individual stage lines sprang up, using the existing roads, and apparently giving some attention to construction of bridges. Among these were the "Great Western Mail" stage operated by Moses Beal, a Schenectady innkeeper, from Albany to Johnstown and Canajoharie once a week. He began the service in 1793, and extended it to Canandaigua the next year,

running twice a week. He advertised also winter sleighs for ten persons each at two and one-half cents a mile. Canajoharie became the junction point for the western stage exchange with Albany and Cooperstown stages and also for Utica and Whitestown up the valley.

In 1792 a State road was authorized from Albany to Cherry Valley with a bridge at Esperance. It was a crude trail through the woods, but an important one.

By 1794 there were five main stage routes out of Albany, and twenty stages a day, including those to nearby points. These routes were to New York City; Burlington, Vermont, *via* Troy; Brookfield, Massachusetts; Springfield, Massachusetts; and up the Mohawk to Schenectady, Johnstown, Canajoharie, German Flatts, Whitestown (Whitesboro), old Fort Schuyler (Rome), Onondaga, Scipio, Geneva and Canandaigua. In 1812 the route was extended to Niagara Falls, by way of the Seneca Pike, which led from Utica west. The Burlington Road was continued to Montreal.

The first turnpike company in the State was the Albany & Schenectady, formed to build an improved road between those two cities, incorporated April 1, 1797. The second was the Albany & Columbia, between Albany and Lebanon Springs, incorporated April 5, 1798. The third, and the longest to survive, was the Great Western Turnpike, incorporated March 15, 1799, which continued in existence until March 16, 1927, though its service had been suspended long before.

The First Great Western Turnpike Company built the road on a one hundred-foot right-of-way between Albany and Cherry Valley, fifty-two miles distant. It is significant that the legislative act forming the company gave as the reason for creating the company the destruction of the bridge across the Schoharie Creek at Esperance during a freshet the previous year.

The Act stated that this was a principal artery of travel and the loss of the Esperance bridge was a matter of public concern. It was realized that bridge building was a costly undertaking. The Schoharie has ever been troublesome during freshet seasons, especially at its Fort Hunter outlet, where canal bridges were swept away in the early years until one was firmly built of stone. Officers of the turnpike company elected at organization of the board at a meeting in City Tavern, Albany, were: Stephen Van Rensselaer, president; Charles R. Webster, secretary. The directors included Peter Gansevoort, Teunis T. Van Vechten, John Tayler, Abraham Ten Eyck, Simeon DeWitt, Francis Bloodgood, Andrew Brown, Joseph White,

Sanders Lansing, Benjamin Gilbert and Christian Miller. Directors were added for the western part of the route who included General William North, Zenas Phinneo, Elihu Phinney, Calvin Cheeseman, Thomas Machin, Sr.

An interesting account of the company, written by W. J. Coughtry, recorder of the Delaware & Hudson Company, which appeared in the company's "Bulletin" in August, 1927, has this to say:

"This act (of 1799) declaring that road a public utility as one of the principal avenues of communication between the City of Albany and the western settlements of the state, authorized the company to build and maintain a good and sufficient road from the residence of John Weaver in the town of Watervliet, now the town of Guilderland, westward, following the state road to the tavern of John Walton in the town of Cherry Valley, Otsego County, with a bridge across the Schoharie Kill at or near the site of the former bridge at Esperance, with the right to use all or any portion of the state road and to purchase any unimproved land, not exceeding \$2,000 in value, that could be utilized to shorten its length between the two termini. The capital of the company was fixed at \$80,000, divided into 2,000 shares of forty dollars each.

"The act also provided that the State upon the completion of each ten miles of the road to its satisfaction, should issue its license to the company to erect tollgates, not less than ten miles apart, and to collect tolls from such gates as follows:

"Each score of sheep or hogs, 5 cents; each score of cattle, 12 cents; each horse and driver, or led horse, 4 cents; each sulky chair or chaise with one horse, 12 cents; each chariot, coach, coaches or phaeton, 25 cents; each stage-wagon or other four-wheeled carriage, drawn by two horses or oxen, 12 cents; each additional horse or ox, 3 cents; each cart, sleigh or sled drawn by two oxen or horses, 6 cents; each additional horse or ox, 2 cents.

"In 1808 by legislative enactment, persons going to or returning from their usual place of public worship and to and from the grist mill usually used for the sole purpose of grinding for family use were exempted from payment of tolls. The company was obligated to erect milestones, each marked with the distance from the city of Albany and guideposts at each

road intersection bearing signboards with the name of the town in which it was located and the name of town or towns to which such roads led in the direction in which the boards pointed.

"From an advertisement in the Otsego 'Herald' of February 13, 1800, in which a call was made for the submission of proposals on February 18 for 'making any number of miles of road' adjoining that part already under contract, it appears that 'Dan Case and his associates' had contracted to build the first section.

"Construction was commenced in 1800 and the bridge over the Schoharie was built in that year. The turnpike, except for the last section at its westerly end, was opened for public travel in 1804 and the collection of tolls began in the same year at six tollgates, three of which were located between Albany and Esperance, one at the bridge over the Schoharie in the village of Esperance and two west of the bridge. The last section was completed in 1805 and a license granted by the State on October 30 that year for the erection of Tollgate No. 7 to be located three miles east of the village of Cherry Valley. The road when fully completed extended from Snipe Street (Lexington Avenue) Albany through the villages of Guilderland, Duanesburgh and Esperance to Cherry Valley, fifty two miles. Its original cost was \$167,388.93 and it was said to have been the finest road in the country."

Mr. Coughtry further notes that the stock was quite widely distributed, and a list of stockholders of May 21, 1823, showed outside of Albany County, 278 shares were held in Connecticut; 992 in New York City; 332 in Otsego; 186 in Dutchess; 112 in Ulster; 40 in Westchester; 24 in Saratoga; 21 each in Greene, Oneida and Rensselaer; 11 in Schenectady and 10 in Columbia counties. DeWitt Clinton, the famous canal builder, owned six shares, and the Corporation of the City of Albany, 359 shares.

The communities the turnpike served included Guilderland, which had been settled before 1750 by Dutch, then the center of a thriving glass-making industry begun about 1785 by John De Neufville, formerly of Amsterdam, Holland, who had lost his private fortune after negotiating the treaty between Holland and the United States in 1781, which resulted in war between England and Holland. Liancourt, in his American travels, visited the glass works in 1795 and

reported window glass and bottles being made there amid "much activity." Lawrence Schoolcraft was superintendent of the works in 1802. Only a few samples of the products of the Albany Glass Company have survived. The output was said to have reached five hundred thousand feet of window glass a year. The business was discontinued in 1815 because of a scarcity of wood fuel, the forest having become depleted. The village was known for a time as Hamilton, in honor of the noted Secretary of the Treasury, later took the name Guilderland in compliment to the early settlers.

Duanesburg, on the turnpike westward, was named by Judge James Duane, a large landowner, who established a community before the Revolution, renting his lands. He was mayor of New York City from 1784 to 1789. He is buried beneath Christ Church, which he built at Duanesburg, as also is General William North, his son-in-law. General North established the village of Esperance on land he acquired in 1793, selecting as its name the French word meaning "Hope."

Through Sloansville the turnpike led to Carlisle, a Revolutionary settlement; Sharon Center, where the battle of Dorlach was fought in 1781 by Continentals under Willett against Indians and Tories; Sharon Springs, first exploited in 1825 by David Eldredge for the curative properties of its sulphur waters and magnesia springs, to Cherry Valley, scene of the 1778 massacre.

Cherry Valley became a most active settlement as the meeting place of the three Great Western Turnpike companies. Besides the First company, from Albany to that point, there were the Second company, which built a road from Cherry Valley to Cooperstown, Sherburne and Chenango; and the Third company, from Cherry Valley to Cazenovia and Manlius, there intersecting with the Seneca Turnpike for Buffalo. The Fourth Great Western Turnpike Company built a road from Sherburne to Homer and the Fifth company a link to Cayuga Lake. Local directors were named for the various sections.

On the east side of the Hudson was the Farmers' Turnpike, extending from Troy and East Greenbush to Hudson and Kingsbridge, New York City. From Hudson there was a Columbia Turnpike to the Massachusetts line, thence to Hartford, Connecticut.

The Susquehanna Turnpike was organized in 1800 by John Livingston, of Columbia County, and a group of associates, to build a pike running from Catskill to Wattles' Ferry, on the Susquehanna. It was part of a road from Boston to Salisbury, Connecticut, across

Columbia County to Livingston's Ferry at the Hudson, thence to Catskill and through the mountains, *via* Cairo and Durham, to Unadilla or Wattles' Ferry. It offered a direct route for New Englanders to get into the central part of New York State and prospered for a number of years, finally feeling the effects of the Erie Canal. The first tollgate was in operation in 1801, and a stage line was operated in 1805.

The Loonenburgh Turnpike from Athens (Loonenburgh) to Schoharie was opened in 1802, and had a branch to Catskill. It was completed in 1810. Over it traveled ox teams and great horse-drawn wagons carrying grain to the Hudson for shipment. Grain also was sent, as were huge droves of cattle, over the Western Turnpike to Albany, where there were wheat and cattle markets.

Among other early turnpikes were the Albany and Bethlehem, 1804; Albany and Delaware, 1805; Troy and Schenectady, 1806; Albany and Catskill, 1804; Watervliet Turnpike, 1828.

By 1807 one could go by turnpike from the Massachusetts line of New York State to Canandaigua, a distance of 234 miles.

The famous Mohawk Turnpike Company, formed in 1800, carried a great volume of traffic along the river, competing at first with batteaux, then with canal boats, and finally with railroads. It was an immense mover of goods by freight wagons, and also was a leading stagecoach route. The Mohawk stages survived until about 1850, when the canal and railroad gained the upper hand. Land travel beside the river did not return to any important extent until the appearance of the automobile in the early twentieth century, bringing in modern roads.

The Mohawk pike was built on a sixty-foot right-of-way with broken stone roadbed and a rounded center. There were twelve tollgates between Schenectady and Utica. It connected at Schenectady with the Albany Turnpike and thence with the Albany ferry to East Greenbush and New York. Horses were changed every ten miles. A daily stage between Albany and Schenectady had begun operating in 1799, making calls for passengers at the taverns in both cities.

The turnpikes stimulated bridge building and many famous wooden spans were erected. The first bridge across the Mohawk was that from Cohoes to Waterford (Half Moon) in 1795. It crossed at the end of Remsen Street, was fifteen feet above the river bed, and rested on thirteen stone piers. It was later used by a stage route between Albany and Ballston Spa, and was also a great convenience

for farmers in the region who had to ford the stream or cross in ferries up to that time.

In 1804 the Lansingburg-Waterford bridge crossed the Hudson. It was said to be the oldest covered bridge in the United States when it was destroyed by fire in 1909.

Stages crossed the Mohawk at Schenectady on ferries until 1803, when the first bridge was built. The upper and middle ferries were owned by Jan Baptist Van Eps, John Sanders and Joseph C. Yates. By agreement, Van Eps and Yates retained the tolls collected from Schenectady to Glenville and Sanders those from the country to Schenectady. Only one ferry was maintained after the bridge was built. The next ferry crossing was twelve miles farther up the valley, where Harmanus Vedder had a boat, which he sold about 1835 to John Hoffman, since which time it has been known as Hoffman's Ferry. The first Schenectady bridge was built at the foot of State Street, but the main span was erected by Theodore Burr, in 1808. It crossed from Washington Street, was nine hundred feet long, of suspension type, built on piers and covered. It had seven spans. So well did it withstand the elements that it was not taken down until 1874, when the wooden cables were found perfectly sound. This performance was the more remarkable since from 1832 to 1839 the bridge had been used by the Schenectady & Saratoga Railroad. The cars were hauled across the bridge by horse, engines being stationed at either end. Toll charges on the bridge in 1815 were as follows:

For crossing to and from church, nothing.

For a farm wagon, $6\frac{1}{4}$ cents.

For a two-wheeled pleasure vehicle, $18\frac{3}{4}$ cents.

For a four-wheeled pleasure carriage with spring, 25 cents.

Burr already had built a successful bridge at Canajoharie, in 1803, of single arch type, 330 feet long. An earlier bridge in the Mohawk Valley was built at Fort Hunter over Schoharie Creek in 1796-97. Stages going by the south shore route used it in reaching Canajoharie, where they crossed to the north side.

Oxen were driven across the Fort Plain bridge, built in 1806 by John Beardsley, to test it, and they were followed by a troop of cavalry, who trotted across. It was, however, washed out by ice floes some years later, and the second bridge also went out, finally being replaced in 1857 by an iron bridge.

One of the main effects of turnpike traffic was the growth of taverns along the routes. Speaking of these, Simms wrote in "The Frontiersmen of New York":

"While the Mohawk was literally filled with boats of different kinds, for nearly every family on its banks had some kind of one—and Schenectada (*sic*) was a live one for receiving and dispatching freight on and off them; large wagons were used in competition with them in the transportation of merchandise and produce to and from Western New York.



Civil War Monument, Melcher Park, Gloversville

The produce—wheat, whiskey and potash—came to Albany, whence merchandise was returned.

"Those wagons, covered with canvas, and drawn by three to eight horses, were seen in numbers on the Western and Mohawk Turnpikes. The leaders usually had a little bell fastened upon the headstall.

"Mr. Alonzo Crosby, long superintendent on the eastern part of the Western Turnpike, counted up fifty or more taverns or inns between Albany and Cherry Valley, in the dis-

tance of fifty-two miles. Palatine Church, a hamlet of that period was 51 miles from Albany, the inns in that distance also averaging one in every mile. Indeed, innkeepers were neighbors on those roads for a hundred miles to the westward of Albany. At this period, tavern keeping was a lucrative business especially for the houses prepared with inclosed sheds and good stabling.

"The horses before those wagons which at times had an hundred or more bushels of wheat on, never traveled out of a walk. At the period of their use, brakes were unknown in descending hills, but a heavy iron shoe was used on the six-inch tire, which would be thrown from the wheel before reaching the hill by a spring managed by the foot of the driver. The teamsters usually went on foot, whip in hand, and their constant travel had worn a footpath along each side of the road near the fence, a hundred miles from Albany.

"Alonzo Crosby assured the writer in 1851 that he entered the employ of the Great Western Turnpike Company in 1812 and continued the superintendence of the road from Albany to Cherry Valley for thirty-six years. On the road, at an early period, were the following inn-keepers, whom he remembered from Albany westward: Two miles out was a Capron; in Guilderland, two miles further, a McGown, well known; half a mile above were George Brown and Frederick Follock; three miles above Brown were a Sloan and a Batterman, the latter at the Glass house eight miles from Albany. Next came another Sloan, John F. Schoolcraft, Russel Case, and within two miles of Case were two taverns, names now forgotten."

Other taverns he recalled were those of Calvin Cheeseman in Princetown, called a "shin plaster banker" by reason of his issuing notes resembling bank notes of the time; George Young and Warren Fuller in Duanesburg; Reuben Sloan at Sloansville; Henry Brown, Carlisle; Sharon, Zachariah Keyes; Cherry Valley, Thomas Swift; Coon, Thomas Whitaker and Ezekiel Johnson.

Simms listed on the Mohawk Turnpike the inns of John Sheldon, Little Falls; A. A. Fink, below the Falls; thirteen taverns east of that point in a space of five miles, including Jacob Failing's, a favorite stop for large wagons; General Peter Fox, at Palatine Church; Jost Spraker; Frederick Dochstader; General Henry Fonda, in Fonda

village; three taverns on Tribes Hill; Colonel William Shuler at Amsterdam; Lewis Groat and Swart, Cranesville, and others. One of the famous taverns between Schenectady and Albany was Half Way House, kept by Leavitt Kingsbury, famed for its coffee.

When hay was selling for \$20 a ton, Simms wrote, innkeepers charged \$1.00 a span for keeping horses over night; and when \$10 a ton, fifty cents a span. Fink recalled that the first load of hemp from the west was a five-horse load from Wadsworth's Flats in the Genesee Valley.

Thurlow Weed, born at Acra, Greene County, who became a noted editor in Albany, and was a friend of Lincoln, in his "Autobiography" has left an interesting impression of stagecoaching of a century ago. During his residence in Onondaga Hollow, near Syracuse, in 1811, he recalled the mail from Albany to Buffalo passed through three times a week. "Its arrival in our village by stage," he wrote, "was quite an event, and its driver, who blew as he approached a long tin horn with the air of a man-of-war boatswain, was the tavern oracle and wag. The stage of that day was a heavy, lumbering vehicle without springs. It was five or six days going between Albany and Batavia, for that was then the end of the stage route. It was, however, extended to Buffalo in 1812."

Weed set down the details of a stage journey he made from Albany to Rochester in 1824 and remarked that few citizens could imagine the difficulties of such a journey, which took seven nights and six days of constant travel to accomplish the distance. The trip was made in April, when the roads were admittedly at their worst, but he found, except for two or three miles, the road between Albany and Schenectady, which had then flagstone strips for the wheelway, in "horrible" condition. Up the Mohawk Valley one section in the vicinity of Palatine Church permitted the horses to "raise a trot" because it was gravelly, but such interludes were brief. For many miles passengers walked to ease the coach, and every little while had to take rails from farm fences to pry the coach wheels out of the mud. The entire movement, said Weed, was "snail-paced" and "such discomforts in travel would be unendurable now." Yet at the time he wrote, it was still considered remarkable to step into a railway car at Albany at seven o'clock in the morning and get off at Rochester at 2:00 P. M. for dinner!

Weed listed some of the popular tavern stops on the way, especially a "hot and hot"—buckwheat cakes and sausages—which he had at Failing's, east of the Nose, in the Mohawk Valley; Couch's,

at East Canada Creek; and conversations he had with Mr. Spraker, mine host of Spraker's, who was a jokesmith of exceptional talent. Spraker's Inn was built in 1795 on the north shore. The south shore village is known as Spraker's Basin.

On extended journeys such as this stagecoaches became the smoking cars of their day. Raconteurs regaled the other passengers with tall tales to while the hours away, and some of the passengers Weed avers could recite British poetry by the hour, and did. One of his most vivid recollections was of a stagecoach driver named "Phin" Mapes, who handled a four-horse stage with great dexterity over the turnpike at Catskill, where Weed spent a part of his childhood.

Inns were decorated with tavern signs, some of which had verses. Ashley's Tavern, Troy, had a sign depicting a gate, with the message: "This gate hangs low, it hinders none; refresh, then pay and travel on." At Johnstown was the famous Jimmie Burke's Inn, which still stands. Thomas Cole, the artist, painted signs for two taverns at Catskill, one of which was the "Bull's Head Inn." The basic freight rate from Albany to Utica was \$1.00 a ton for wagon haul, and \$100 a ton from Albany to Buffalo. The accommodations at the inns were none too good. And the story is told that not all innkeepers were disposed to extend service, frequently leaving their guests to fetch water and arrange themselves for sleeping in bunks, or beds and in emergency table tops, as case might be. At one time practically every house standing along the pikes west of Albany was called into service as a tavern.

Timothy Dwight, Yale president, who was a great traveler, found many changes in New York State as a result of the New England "invasion." Riding eastward from New Lebanon, he saw no buildings until he reached Kinderhook, after a trip of more than eighteen miles through a wooded country. About the taverns were gathered a number of people from the neighborhood, idling and chatting. On the way he entered settlements which exhibited the New England influence.

Due to new construction and a disastrous fire in 1797, which rendered homeless nearly one thousand persons, destroying fully half the lower part of the town, few of Albany's picturesque Dutch buildings were left. The city changed greatly in its appearance in the next few years as office buildings, stores and hotels were erected.

Benjamin Silliman, in 1819, while journeying to Quebec, wrote that Albany "is the great thoroughfare and resort of the vast western regions of the state; its streets are very bustling; it is said 2,000

wagons sometimes pass up and down State Street in a day; it must hereafter become a great inland city."

In 1827 the "National Advertiser" said: "Probably there is no point in the United States where so many public stages meet and find employment as at Albany. They issue thence upon every point of the compass."

Something of the effect of the streaming in of settlers from the east by the steamboat and turnpike routes may be judged from Dr. Dwight's estimate of 1810 that two-thirds to three-fifths of New York State's population had but recently come from New England. Dr. Dwight was no doubt high in his estimate. The expansion movement had then only begun. The next great development was to rest with other vehicles—the doughty snubnose canal boats and the mighty iron horse. The great relics of the stagecoach age are the magnificent covered bridges, some of which are still found in the Capital Region. The great bridge at Blenheim, the longest covered wooden span in the world, dating from 1855, has been preserved from destruction. Saved, too, is that graceful 1760 stone arch bridge at Leeds, which is a real pioneer and, though far antedating the stagecoach era, was used by the coaches that went clattering and swaying over the old Susquehanna pike.

A newspaper giving an impression of the hubbub that the building of that turnpike in 1800 occasioned, stated: "The rapidity with which the turnpike road from Salisbury, on the Connecticut to Wattle's Ferry is progressing exceeds anything of the nature heretofore known and is at once an evidence of the wealth and public spirit of the inhabitants living on the road, and also of the immense travel through Catskill to and from the western counties of the State."

The original proprietary route begun by Isaac Van Wyck, Talmadge Hall and John Kinney between Albany and New York continued until about 1812, when the exclusive rights were given up and other operators took over. Steamboat competition greatly affected the summer trade, but the east side route initially attained such success that stage routes were opened between Albany and Hoboken, New Jersey, in 1803, on the west side of the Hudson. The latter passed through Coxsackie, Catskill, Kingston and Hackensack, New Jersey. Fares varied on both sides of the river according to the competition offered, ranging between \$6.00 and \$10 each way.

On the east side of the river, stages began their journeys at Greenbush, passengers from Albany crossing on the ferry. There was no vehicular bridge over the Hudson at Albany until the 1870s. The

stages left Greenbush at 5:00 A. M., arriving at Kinney's Tavern, Kinderhook, for breakfast. They stopped at Rhinebeck's famous Beekman Arms for luncheon and at Van Wyck's Inn at Fishkill passengers had supper and stayed over night. Fishkill was the transfer point on the stage route, passengers there taking the stage which came up from New York, while the northbound travelers boarded the stage which had come from Albany. Contemporary descriptions of travel by coach along the Hudson reveal the discomfort of those journeys. On the Albany Post Road, the stages at first ran twice a week. This was increased afterward to three stages a week, running time being two days. Sloops, which spent from four days to a week going between Albany and New York, offered the stages no competition, but the coming of the steamboat, with passage accomplished in less than ten hours, changed the picture.

A list of the early turnpike companies, with their capital stock and length of road in 1807, included eighty-eight incorporated turnpike and bridge companies. Their routes totaled more than three thousand miles and capitalization more than \$5,000,000. Those in the Capital Region included:

<i>Company</i>	<i>Capitalization</i>	<i>Mileage of Road</i>
First Great Western Turnpike.....	\$180,000	52
Columbia	25,000	20
Rensselaer and Columbia.....	32,000	28
First Northern	90,000	60
Susquehanna	116,000	80
Mohawk	190,000	80
Albany and Schenectady.....	140,000	14
Troy and Schenectady.....	60,000	15
Schoharie	78,000	60
Second Great Western.....	50,000	45
Third Great Western.....	105,000	90
Ancram	24,000	20
Albany and Bethlehem.....	30,000	5
Coxsackie	41,000	25
Albany and Delaware.....	150,000	75
Farmers'	100,000	35
Canajoharie and Charleston.....	30,000	20
Mohawk Bridge and Ballston.....	40,000	20
New Baltimore and Rensselaerville.....	20,000	20
Middleburgh and Rensselaerville.....	15,000	15
Albany and Greene.....	40,000	35
Hillsdale and Chatham.....	35,000	20
Stephentown	8,000	10

The complete list as compiled by Benjamin DeWitt in the "Transactions of the Society for the Promotion of Useful Arts" appears in Hedrick's "A History of Agriculture in the State of New York," published in 1933 by the New York State Agricultural Society.

That 5:00 A. M. was not a remarkably early starting hour for stage travel is revealed by an advertisement in the "Albany Directory" of 1822, giving even earlier departure times for some of the popular stages. The advertisement read as follows:

"ALBANY POST COACH AND GENERAL STAGE OFFICE,
"526 S. Market Street, Opposite Eagle Tavern
(present Broadway)

"Coaches Maintained Every Day:

"For Whitehall and Montreal, *via* Sandy Hill, Mondays, Wednesdays and Fridays, at 4 o'clock A. M.

"For Boston and Northampton, *via* Pittsfield, Mondays, Wednesdays and Fridays, at 4 o'clock A. M.

"For Hartford and Newhaven, *via* Springfield and Litchfield, Tuesdays, Thursdays and Saturdays, at 3 o'clock A. M.

"For New York and Poughkeepsie, summer service, Mondays, Wednesdays and Fridays at 5 o'clock A. M. Winter season, every day at 4 o'clock A. M."

Stage and freight operations stimulated the growth of industry along the pikes. There were blacksmith shops, stables, inns, supply houses. Coach building developed large proportions. James Goad & Company, of Albany, dating from 1813, and Eaton & Gilbert, Troy, were active for many years and were widely famed. The latter firm by 1850 had built five thousand coaches, including many of the United States mail coaches.

Stage line operators, since the coaches generally held only twelve passengers, advertised that "extras" would be dispatched on request. The "extras" were additional coaches sent out after the regular coach had left, similar to the "sections" of fast trains today. Rich men in a hurry frequently hired "extras" on business trips.

The ferry at Albany, dating from 1642, was used down to the completion of the Albany and Greenbush bridge in 1882. This was known as the South Ferry, in distinction from the North Ferry, which crossed from the upper end of town to Bath. Scows guided by means of a rope stretched across the river were used at South Ferry for many years until about 1817, when the famous "horse ferry" was designed by a Mr. Langdon, of Whitehall.

"This kind of a boat was peculiar to America," wrote Professor Tenney, "and of most singular construction." Its principal feature was a large wheel, which lay horizontally, occupying the entire lower deck, in which were cleats for the horses. The horses stood parallel with the sides of the boat, facing in opposite directions. Whiffletrees were attached to fixed upright bars. As the horses walked, they turned the flat wheel, which by a cog arrangement whirled paddle-wheels and propelled the boat. Owing to holes cut in the upper deck, the horses were in view. A steamboat, "Chancellor Lansing," was purchased for the ferry service in 1828. In 1831, ferry receipts amounted to about \$9,000. Rates for foot passengers were two cents; for man and horse, six cents; wagon and two horses, twelve and one-half cents; chair, sulky or chaise, twelve and one-half cents; saddle horse, six cents; mail stage, two horses, twenty-five cents; wagon loaded with firewood, four cents; horse and cart, six cents.

Vying with the stages and the freight wagons for a place on the pikes were the drovers herding cattle, flocks of turkeys, sheep and hogs to market. J. Fenimore Cooper, as a boy going to Albany to school, recalled seeing the big droves of cattle through which the coach dashed with seeming disregard of running down the animals. There was constant warfare between the drovers and the freight wagon drivers because of the obstruction caused by the moving of big flocks and herds, which raised a thick dust on the pike in summer. There were large cattle markets at Albany, Troy, Hudson and Catskill.

Another quaint personality of the turnpikes was the Yankee peddler, with his brightly ornamented wagon, in which were stored all kinds of "notions" and supplies for farmers' wives in the remote districts. The Yankee peddlers were stimulators of pioneer industry, such as glove manufacture, at Kingsborough (Gloversville). In 1807, Tallmadge Edwards, coming from Dutchess County, settled in Kingsboro and, because of his knowledge of dressing leather, was employed by James Burr, who began the manufacture of leather mittens. Burr took some of these on horseback to Albany, disposing of them, and other salesmen built up a market in the Mohawk Valley and vicinity. The sale of leather gloves reached Boston in 1825 in a similar manner, and thus the industry began to grow. Peddlers helped to aid many enterprises of the early nineteenth century when inventiveness was very much alive and needed a boost.

Altogether the turnpikes reigned over an interesting and adventurous era, which though cut short by the march of the iron horse, nevertheless has left an echo of romance which still reverberates.

CHAPTER XX

Era of the Grand Canal

Early Navigation on the Mohawk—The Batteaux Polemen—The Rifts—Schenectady or Durham Boats—General Schuyler Pioneers Canal Locks at Little Falls Gorge—Company Wrecked by the Cost—War of 1812—"Uncle Sam" Invented at Troy—Perry Rides the Mohawk—Other Events—Erie Canal Bill Passes, 1817—Built In Seven Years—The Great Celebration, 1825—Albany Builds Basin for One Thousand Boats—Industry and Trade Stimulated Along the New Waterway, State Rises to First Position in the Nation—Famous Pioneer Industries: Collars, Stoves, Pianos, Lumber, Potash, Tanning, Milling, Carpets, Brooms, Rifles, Farm Equipment, and Others—First County Fair at Cooperstown—Growth of Academies—Birth of American Novel—Hudson River Art—Livingston's Sheep—Farm Publications Begin—Free Library Born at New Lebanon—Resort Era Begins at Catskill—Mineral Springs—Newspapers—Male Suffrage Made Universal, 1821—Schuyler's Death—Hamilton and Burr Duel.

Considering the modern ease of travel along the Mohawk Valley, by highway, rail, water, or even overhead by airplane, the struggles of the pioneers to move passengers and goods by that route seem singular enough. The tools and facilities of that age were pitifully inadequate in comparison with those modern science has given us, yet it was the hard, persevering toil of a century ago that laid the solid foundations of the State's commerce and thereby raised it to a place of first magnitude in the Union.

By reviewing the steps those pioneers took we may appreciate yet more fully the obstacles they conquered and the spirit with which they brought the wilderness under control; nor does anything reveal quite as plainly the vast contrast between their age and ours.

It would be considered incredible now that men should drive boats by poles up the Mohawk rapids, or haul them literally by hand at the more turbulent places, straining backs and blistering their hands as

they performed work that was afterwards turned over to towpath mules and to the power of mechanical motors. Yet such was the case.

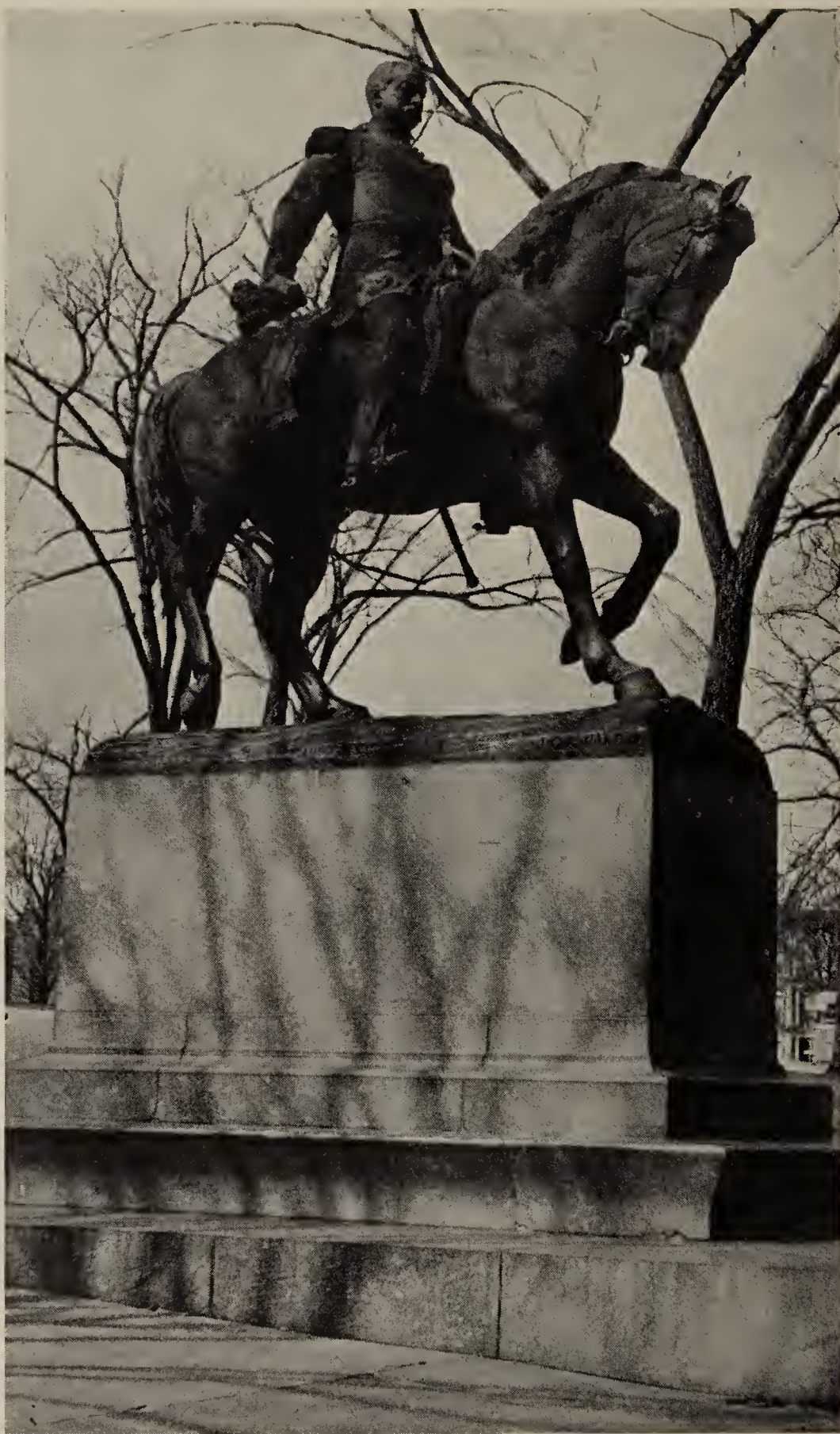
The opening of stage and freight wagon routes had little more than scratched the surface of the land and on the Mohawk there had been almost no change in the pioneer method of transport. The characteristics of Mohawk travel were quite different from those of the Hudson. The Hudson, as a tidal arm of the sea, wafted ships far inland, the only obstructions being sand bars near Albany and Troy. The Mohawk, however, was a landlocked stream, made so by the high falls at Cohoes—called the Great Falls in Colonial times—where the river makes a precipitous descent of seventy feet to join the Hudson. These falls placed an effectual barrier against navigation, a circumstance which in the beginning probably caused Henry Hudson to turn back. Between the Hudson and Schenectady there is a rise of 200 feet. To ascend that height in boats required engineering skill which did not appear until the Erie Canal was built.

Because of this barrier, it was customary for travelers and traders to go from Albany across the sand plain to Schenectady, resuming navigation at that point. This made Schenectady an important terminus for vessel traffic. It early became a boat-building center and one type of river craft produced there is known historically as the Schenectady or Durham boat. The original river vessel used on the Mohawk following the Indian canoe was a small wooden boat called a batteau, sharply pointed at both ends and braced with strong ribs, usually manned by three men. It was paddled, poled or towed by men along the bank or shallow places. The Schenectady Durham was of later development. It was flat-bottomed with high wooden sides, and had a larger capacity and crew than the batteau. Besides having places for polemen, it carried a mast for square-rigged sails, and whenever possible took advantage of the wind.

Simms, describing them in his "Frontiersmen of New York," says:

"These boats were forced over the rapids in the rivers with poles and ropes, the latter drawn by men on the shore. Such was the mode of transporting merchandize and Indian commodities to and from the west for a period of fifty years and until after the Revolution."

There were two important carrying-places west of Schenectady. One was at the Little Falls gorge, the other between present Rome and Wood Creek, which gave access to Oneida Lake, Oswego River



Esquestrian Statue of General Philip Sheridan, by J. Q. A. Ward
Before the State Capitol

and Lake Ontario. At Little Falls the river made a descent of forty feet in half a mile, and necessitated a carry around the rapids. Batteaux and Durham boats had to be taken out of the water, placed on wagons and drawn, usually over the hill on the north shore to a place above, where the boat was relaunched, cargo reloaded and the voyage resumed. A charge of fifty cents was commonly made for transporting the boat. A guard was stationed with the cargo while the boat was being moved.

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Besides the carries, the Mohawk gave the boatmen plenty of excitement and difficulty in other ways. The channel was complicated by rapids at various places, called "rifts" by the Dutch. The first of these was six miles above Schenectady and was known as Six Flats Rift; and going westward others were: Fort Hunter Rift; Caughnawaga Rift, at Fultonville; Keator's Rift, at Sprakers; Brandywine Rift, Canajoharie; Ehle's Rift, near Fort Plain; Kneiskern's Rift; and Wolf's Rift, five miles above Little Falls (which, of course, was also a "rift"). A famous—and toilsome—rift on the river was Keator's, where there was a fall of ten feet in a few rods. These rifts remained until the modern Barge Canal created slack water navigation in the stream.

Taverns on the turnpike near these rapids, says Simms, became favorite resorts for the lusty Mohawk sailors, especially Spraker's, run by the genial Jost Spraker.

Schenectady's boat-building yards were located along the Binnickill, where also warehouses and docks were built and vessels laden with goods. This was a scene of great activity until the Erie Canal went into service, and was popularly called the "Strand" or "Beach." The shore along the main Mohawk channel also was used for boat-building.

The picturesque river travel of this time has been described by the Rev. Maunsell Van Rensselaer in his "Annals" of that family, relating to Scotia, in which he said:

"Before the canals were made through the state, goods were carried to and from the west by means of batteaux on the Mohawk that flows by Scotia, or in high covered wagons or sleighs along the turnpikes. During the season of navigation the river was alive with the passing of batteaux illumined at night with hundreds of lights and lively with the music of bugles and the songs and cries of the boatmen poling their boats against the stream."

As to how the poling was done in this "before canal" era, there is an interesting account given by Christian Schultz, who journeyed on the river in 1807. Schultz spoke of there being three kinds of boats on the Mohawk, batteaux, Durhams or flatboats, all propelled by poles, oars or sails. Schenectady boats were preferred. They would carry ten to twenty tons of cargo when the river would permit. Schultz said the Schenectady or Durham boats usually progressed from eighteen to twenty-five miles a day upstream, by sails and poles. The boats were forty or fifty feet long, steered by a large swing oar of the same length. When the wind favored they set a square sail and a top sail. One galley named the "Mohawk Register" was reported to have gone upstream at the rate of six miles an hour and Schultz's comment, as quoted by Simms, was that "during this time, believe me, nothing can be more charming than sailing on the Mohawk."

Explaining the manner in which the boats were propelled by the pike poles, Schultz said:

"These poles are generally from 18 to 22 feet in length having a sharp pointed iron with a socket weighing 10 or 13 pounds affixed to the lower end; the upper has a large knob called a button, mounted upon it so that the poleman may press upon it with his whole weight without endangering his person. This manner of impelling the boat forward is extremely laborious, and none but those who have been for some time accustomed to it can manage these poles with any kind of advantage.

"With the boat on each side is fixed a plank running fore and aft with a number of cleats nailed upon it, for the purpose of giving the poleman a sure footing and hard poling. The men after setting the poles against the rock, bank or bottom of the river, declining their heads very low, place the upper end or button against the back part of their shoulder, then falling down on their hands and toes creep the whole length of the gang boards, and send the boat forward with considerable speed. The first sight of four men on each side of the boat, creeping along on their hands and toes, apparently transfixed by a huge pole, is no small curiosity; nor was it until I had perceived their perseverance for 200 or 300 yards that I became satisfied they were not playing some pranks.

"From the general practice of this method, as likewise from my own trials and observation, I am convinced that they

have fallen upon the most powerful way possible to exert their bodily strength for the purpose required.

"I have met with another kind of boat on this river which is called a dorm or doreum; how it is spelled I know not. (Durham.) The only difference I could observe in this from the former one is that it is built sharp at both ends, and generally much larger and stouter. They likewise have flats (scows) similar to those seen on the Susquehanna, but much lighter built and larger. On all these they occasionally carry the sails before mentioned.

"The Mohawk is by no means dangerous to ascend, on account of the slowness of the boats progress; but as it is full of rocks, stones and shallows there is some risk of staving the boat, and at this season (summer) is so low as to require the boat to be dragged by hand over many places. The channel in some instances is not more than eight feet in width which will barely permit a boat to pass by rubbing both sides. This is sometimes caused by natural or accidental obstructions of rocks in the channel but oftener by artificial means. This, which at first view would appear to be an inconvenience, is produced by two lines or ridges of stone, generally constructed on sandy, gravelly or stony shallows, in such a manner as to form an acute angle where they meet, the extremities of which widen as they extend up the river, while at the lower end there is just space enough left to admit the passage of a boat. The water thus being collected at the widest part of these ridges, and continually pent up within narrower limits as it descends, causes a rise at the passage; so that where the depth was no more than eight inches before, a contrivance of this kind will raise it to twelve, and strange as it may appear, a boat drawing fifteen inches will pass through it with safety and ease.

"The cause is simply this: the boat, being somewhat below the passage, is brought forward with considerable velocity, and the moment it dashes into the passage, its resistance to the current is such as to cause a swell of four or five inches more, which affords it an easy passage over the shoal."

Simms reported that even after the first locks had been built at Little Falls by the Western Inland Lock Navigation Company, there was still no channel improvement and the boats usually went in companies to make sure of having enough help to get up the more difficult

rapids. "Those boats," he wrote, "were often half a day in proceeding only a few rods, and not infrequently were they, after remaining nearly stationary on a rapid for an hour, compelled to drop below the rift and get a new start. Twenty hands at times were insufficient to propel a single boat over Keator's rift. Boat crews usually did their cooking on shore."

Which gives us a glimpse of the kind of transportation that prevailed for forty years after the Revolution and just before the Erie Canal opened. If the time seems remote, it may be mentioned that Commodore Perry, when he returned to Albany from his great victory over the British fleet on Lake Erie in the fall of 1813, passed down the Mohawk River in a Durham boat, which was named "Commodore Perry" in his honor. It is surmised that the Commodore traveled on one of the packet boats of the period, which were decked and propelled by oars or poles. These ran between Schenectady and Utica. A daily packet line was established by Eri Lusher in 1815 between these points, making the trip in about thirteen hours under favorable conditions. Cabins were cushioned, ornamented and curtained, and could provide for twenty to thirty passengers.

"The Schenectady Durham," says Professor Pearson in his "History of the Schenectady Patent," was "the pride of the place and extensive boat yards were employed in construction and repair of these crafts, which were roughly treated by the boulders on the many rifts and landing places." Judge Sanders said that in the War of 1812 it was no uncommon sight to see from twenty-five to a hundred boats on the stocks at the boat yards extending from the Mohawk bridge to North Street.

A fire in 1819 wrought havoc in this busy scene, wiping out warehouses, wharves and shipyards. At that time it was said three hundred families derived their support from wagon freights operated between Schenectady and Albany. The ruined waterfront had only partly been restored at the time the Erie Canal was built, and the boat-building industry never recovered from the blow.

There is much debate as to who was the instigator of the Erie Canal, but there is no doubt that General Philip Schuyler, of Albany (the general ousted before the battle of Saratoga), was the pioneer canal builder, though he did not complete a slack water system. General Schuyler headed the private company which, in 1792, began the first locks at Little Falls and Wood Creek in the initial effort to improve Mohawk navigation and link it with the Great Lakes.

The evidence indicates the idea of a canal to the western lakes was early proposed. In 1768, Sir Henry Moore, British Governor of

New York, wrote to the Earl of Hillsborough of his intention to cut a canal around Little Falls to avoid the land carry and equip it with sluices "on the same plan as those built on the great canal in Languedoc."

Nothing came of Moore's plan. In 1774 Governor Tryon suggested to the home government that by making a short cut across the carry to Wood Creek, a passage could be opened to Lake Ontario. Tryon also proposed a canal to join the Hudson with Lake Champlain and the St. Lawrence. Wrote Tryon: "The other branch (of the Hudson) being the continuation of the main river tends to Fort Edward, to the north of which it seems practicable to open a passage by locks, etc., to the waters of Lake Champlain, which communicate with the river St. Lawrence. Both branches are interrupted by falls and rifts; to surmount these obstructions, an expense would be required too heavy for the Province at present to support, but when effected would open a most extensive inland navigation, equal perhaps to any as yet known."

What Tryon dared not venture upon, however, the free State of New York did undertake, with its own money, and in a very short time built both canals, which promptly gave its prosperity such a mighty boost as to raise it permanently to leadership in population and industry in the Union.

General Washington, writing to Henry Lee, in 1784, after his tour of the Mohawk Valley, envisioned New York State canals linking with the territory west of the Alleghanies at a crucial time. Owing to the St. Lawrence, Ohio and Mississippi channels, the trade of the interior even that early was finding its way to British and Spanish ports, Spain then holding New Orleans, and there was yet no practical outlet for western goods to the states on the Atlantic seaboard. Said Washington to Lee: "Open all the communication which nature has afforded us between the Atlantic States and the Western territory, and encourage the use of them to the utmost . . . and sure I am that there is no other tie by which they will long form a link in the chain of Federal Union."

What Washington feared was, indeed, taking place. Commerce was following the easiest routes to markets, and these routes were the streams found in profusion in the State, leading then as now in many different directions. As the author of the present work pointed out in his book, "New York, The Canal State" (1937), "settlers were sending their goods down Lake Champlain to the Richelieu River and Montreal. The Southern Tier was using the Susquehanna to reach

Baltimore and Philadelphia, in spite of the rapids in which cargoes were often lost. Iron rings, driven into the rocks in rapids section, were seized by boatmen in guiding or pulling their craft through. Western New York was finding its outlets through the Genesee and Oswego Rivers to Lake Ontario and thence down the St. Lawrence to Montreal."

Arkport, near Hornell, on the Canisteo, as early as 1797 attained prominence as a shipping center, and for a number of years sent farm produce down the Susquehanna to Baltimore on arks. Hence its name. These boats were good only for a one-way passage, since they could not breast the current upstream, and were consequently sold or broken up at the end of each trip, as was the case with the pioneer rafts on the Mississippi. From Unadilla also arks or rafts were sent down the river to Baltimore.

The importance of making a navigable connection with the Great Lakes was the most impelling motive in the canal era. Elkanah Watson, one of the "Yankee" invaders of Albany, made a trip as far west as Oneida Lake in 1788 and again in 1791 and became highly enthusiastic about the prospect of linking Wood Creek with the Mohawk and overcoming the gorge and rapids at Little Falls by means of locks, in order to afford access to Lake Ontario. It is believed he was responsible for interesting General Schuyler in the project.

Gouverneur Morris, however, is generally credited with the idea which he expressed in 1800 of carrying a canal from the Hudson all the way to Lake Erie, rather than stopping short at the Oswego River, outletting into Lake Ontario. Morris also suggested a flight of locks at the east end of the Mohawk, to carry the traffic down to the Hudson. This was scope of the original Erie Canal plan.

Some years earlier in an address to the Legislature, January 5, 1791, Governor George Clinton said:

"Our frontier settlements, freed from apprehensions of danger are rapidly increasing and must soon yield extensive resources for profitable commerce; this consideration forcibly recommends the policy of continuing to facilitate the means of communication with them as well to strengthen the bands of society, as to prevent the produce of those fertile districts from being diverted to other markets."

The Governor thus revealed fears that unless a main traffic corridor were laid down to attract the interior commerce of the State, it would be dissipated to ports in other states and Canada by the

river routes; the same idea that Washington had expressed with regard to the development of the territory west of the Alleghanies.

General Schuyler, possessing a broad statesmanlike vision, may have been particularly impressed by this message, seeing a national need for haste in opening the water routes to the north and west. Certainly it was only a few months afterward that a group of Hudson and Mohawk Valley leaders which he headed applied to the Legislature for authority to organize a canal building company. On March 30, 1792, the Governor signed "An Act for establishing and opening lock navigations within this state."

Two companies were formed. The Western Inland Lock Navigation Company was to build locks at Wood Creek and Little Falls, and open navigation to Lake Ontario and Seneca Lake. The Northern Inland Lock Navigation Company was to join the Hudson and Lake Champlain with a canal. General Schuyler was president of both companies and served also as superintendent of the Western Company's operations. He took up residence at the home of General John Cochran, at Palatine Church, a relative, during the construction at Little Falls. He appointed a namesake, Philip Schuyler, a son of a Schoharie clergyman, as assistant superintendent at \$2.00 a day.

The companies underwent financial difficulties from the start. When the books were opened for stock subscriptions in Albany and New York City there was only a flutter of interest. Time had to be extended in which to sell the shares. Directors in the Western Company included Leonard Gansevoort, Jeremiah Van Rensselaer, Elkanah Watson, John Tayler, Jelles A. Fonda, General William North and Goldsborough Banyar. The committee to take subscriptions included Abraham Ten Broeck, Philip S. Van Rensselaer, Cornelius Glen and Mr. Tayler.

Cutting a passage through the Little Falls gorge proved a difficult and costly task, and contributed to the financial breakdown of the venture. On the recommendation of William Weston, an English engineer, who was brought over to aid in the project, the lock chambers were built of stone, greatly adding to the expense. Five locks were finally built at Little Falls, with a canal and lock at Wolf's Rift five miles to the west, and a canal nearly two miles long at Rome. Weston's report on the construction and its results is of interest, since this was the beginning of more than a century of canal navigation in the Mohawk Valley. The report is cited in the "History of New York Canals," Vol. II, and states that the work included the following:

(1) A canal at Little Falls, 4,752 feet long, of which 2,550 feet were through solid rock. Upon it were five locks with a total rise of forty-four and one-half feet. (2) A canal one and one-half miles long, with a lock at Wolf Rift, German Flats. (3) A canal one and three-quarters miles long at Rome, connecting the Mohawk with Wood Creek. (4) Four locks upon Wood Creek, with a total depth of twenty-five feet.

The work was begun at Little Falls in 1793, but the want of funds delayed the work until 1794, when a subscription of two hundred shares was obtained from the State. Boats first passed the canal and locks at Little Falls, November 17, 1795, and on that day and the next eight large and 102 small boats were passed, at a toll of eight pounds ten shillings, exclusive of nine that passed free the first day.

The chambers of the locks were seventy-four by twelve feet, and allowed boats of thirty-two tons to pass; but other impediments limited boats to a burden of ten or eleven tons. Light boats could go from Schenectady to Fort Stanwix and back in nine days; but the larger boats required fourteen days to make the trip.

In 1793 Wood Creek was cleared out and thirteen isthmuses were cut across shortening the channel seven miles. In 1796 boats passed through to Oneida Lake; and the work, in 1797, had cost \$400,000, of which the State paid \$92,000. The great cost required high tolls; and in 1812 but three hundred boats passed, with one thousand five hundred tons at Little Falls.

Schultz, making a passage of the route in 1807, said the fee for passing through the locks at Little Falls was \$2.25 for each ton of merchandise and for the boat \$1.50 to \$2.62½, according to size. At Wood Creek Canal the toll was \$3 a ton and \$1.50 to \$3.50 for boats.

The improvement, however, was considerable. Previous to the construction of the Little Falls locks, there was frequent delay in the land portage and often cargoes were lost on attempts to shoot the down-stream rapids. The locks cut the overall cost of boat operation from Schenectady to Rome by one-half and eight or ten tons of cargo could be safely carried. A canal was proposed along the river bank for twenty miles between Schenectady and Schoharie Creek to avoid the rapids in that section, but was not built owing to the cost.

The company, in spite of the benefits brought about, had spent beyond its means and appeals were made to the Legislature which resulted in the State buying stock and also making loans in considerable amount. Difficulty was met, too, in the work on the Northern canal to Lake Champlain. Farmers' lands had been entered and a

canal cut through the village of Stillwater. The company was unable to pay for damages done to property, and since the State had become a stockholder in the enterprise, suit was begun by the farmers to recover. General Schuyler's death, in 1804, robbed the project of its mainspring. He had lost large sums of his own in it, and altogether the company had sunk about \$500,000 in the project. The cost was too great for the traffic to bear and many shipments still went



Troy—Airport

by wagon over the portages. In 1808 the directors surrendered their grant to canalize west of Oneida Lake and threw up the sponge. Weston says they sold out to the State in 1820 for \$152,718.52.

In considering the next step that was taken it is worthy of note that of the seventy members of the Assembly of 1795, twenty-eight came from counties directly touched on or benefited by the original canal. In 1801, of the 107 members of the Assembly, fifty-one came from these counties and, in 1810, seventy-four represented constituencies who derived benefits from the inland navigation. It is thus understandable how, although the legislators of New York City became implacable opponents of the Erie Canal, largely for reasons of political hostility to Clinton, a bill could be passed creating it.

The first step to initiate the Erie came in 1810, when the Legislature authorized the appointment of a commission to explore a canal route between the Hudson River and Lake Erie. DeWitt Clinton was the chairman. Clinton was born in Little Britain, Orange County, March 2, 1769, son of General James Clinton, who had served in the Sullivan Indian campaign, and nephew of George Clinton, first Governor of the State. DeWitt Clinton served as a member of the Legislature in 1798-1802 and from 1806 to 1811. He was United States Senator in 1802; mayor of New York City from 1803 to 1807, 1808-10 and 1811-15, there apparently having been no restriction against the holding of more than one public post at a time. In 1812 he was a candidate for President against James Madison. Defeated in that contest, he was elected Governor in 1816, serving until 1822, during which time he "fathered" the canal which became known as Clinton's Ditch. He again headed the canal commission. Victim of a political plot steered by Martin Van Buren, he was ousted from the non-salaried canal post, an act which enraged the people. This led to his overwhelming reelection as Governor in 1824. He presided at the opening of the canal in 1825 and died at Albany while in office, February 11, 1828.

Clinton's work marked the beginning of the modern age in New York State. The "ditch" was the largest public work undertaken by a single state in the world, and for a commonwealth of one million people was phenomenal. Its original cost was approximately \$7,000,000; the time of construction seven years. It possessed great length, extending 363 miles between Albany and Buffalo, but was only four feet deep. In spite of this, a lock system was satisfactorily built on which over nineteen thousand boats traveled in the first year of operation. And the entire course of the State's development was changed, attaining an undreamed of prosperity.

Six years were spent in making the original survey and in winning sufficient support to pass an enabling act in the Legislature. The War of 1812 came as a dampener upon internal development and during it nothing could be done. The war brought new invasion attempts from Canada, where fifteen thousand of Wellington's soldiers were assembled, three years before the battle of Waterloo.

WAR OF 1812

Britain's discontent with the Treaty of Paris, which ended the Revolution, led to repercussions which brought on the War of 1812, the chief causes being the interference with American trade and

impressment of seamen. Once again the British Government laid plans for the invasion of New York State, and it became the theatre of action. That the conflict did not extend beyond the borders was due to crucial engagements on Lake Erie and Lake Champlain, which were American victories.

Early in the war Albany was made the headquarters for assembly and supply of troops. There was an arsenal in the city. A large cantonment was built at Greenbush, on the east side of the Hudson, under Major-General Dearborn. Evidences of the huge camp and rifle practice pits are still in existence. One of the barrack buildings, converted as private residence, is known as the Cantonment Farm. Vast quantities of beef, pork, hay, grain and other supplies were purchased in the region. Troy became a noted commissary center, and it was there that "Uncle Sam" Wilson, marking the kegs of beef with the initials "U.S." set going the sobriquet "Uncle Sam" for the United States. Wilson, a packer and merchant, was contractor for the army supplies in the locality. His grave in Troy is marked with allusion to his part in giving the Nation a popular name. The caricatured figure of Uncle Sam, with long looped trousers, beaver hat and patriotically striped vest was a subsequent development by cartoonists. Supplies were sent through Troy to the forces defending Lake Champlain.

The United States Arsenal at Watervliet was initiated July 14, 1813, when the Federal Government purchased two lots, amounting to about eleven acres, from James Gibbons and wife, of Gibbonsville, or West Troy, now Watervliet. Several buildings were erected and the first commander was Colonel George Bumford. From this beginning has come the big gun arsenal famed in every war since then and again (1942) astir with activity in producing weapons for America's participation in World War II. Enlargements were made to the property in 1815 and in 1823 the Erie Canal was cut through it, providing a means of shipping big weapons by water. The huge arsenal now employing over four thousand persons, is served by rail, highway and water routes.

Stephen Van Rensselaer, the last patroon, was appointed major-general of New York State's Volunteer Militia by Governor Tompkins. He left Albany in the autumn of 1812 with orders to invade Canada on the Niagara frontier. A strong force was posted by the British on Queenstown Heights, opposite Lewiston, under General Brock. Captain John E. Wool, afterwards a general distinguished in the Civil War, a resident of Troy and Nassau, captured one of the

batteries on the heights. About one thousand of the militia crossed the Niagara to the Canadian side, but others refused to go, and a victory which appeared almost within grasp was lost. General Van Rensselaer, in disgust at the action of the raw and undisciplined troops, resigned his command and returned to Albany. In the attack on October 13, 1812, Colonel Solomon Van Rensselaer, of Albany, was severely wounded.

The first year of the war in this sector was discouraging. As forces were increased for action on the western and northern frontiers, Scotia became a camping ground for the regular army under General Winfield Scott, once more fulfilling a rôle it held during the Colonial and Revolutionary wars. Schenectady was a commissary assembling point for the western haul up the valley. Supplies were sent up the Mohawk in boats of all kinds, while the troops marched along the north shore pike.

The pioneer canal locks at Little Falls quickly were overcrowded, and the village which had sprung up there became a busy center for the portage of military ordnance and goods, as had been done in the previous wars. Military supplies also went by freight wagon from Albany to Buffalo, involving most difficult transport in passing through the swamps and forests of western New York. Some of the wagons were three weeks getting to their destination with vitally needed supplies, and the cost was enormous, sometimes exceeding \$200 a ton.

Trails northward from Johnstown and Utica through the western Adirondacks were enlarged for the troop movements to Ogdensburg and the border. Troops again passed north through Albany and Troy to Whitehall and Lake George against invaders as they had done in the Revolution and earlier.

Considering the danger involved, the references to the war appearing in Albany newspapers of the time were extraordinarily meagre. Columns were devoted to political discussions and world news, but dispatches from the war zones within the State were printed inconspicuously on inside pages, were much belated and gave few details. A message from Plattsburg, in 1813, when a British invasion was gathering, was printed obscurely under a single small heading which read, "From the Frontier." An advertisement in the "Albany Argus" in 1813, signed by John March, principal forage master United States Army, asked for delivery of one hundred tons of hay, ten thousand bushels of corn and ten thousand bushels of oats at the Greenbush camp. Aliens were ordered by the State Marshal to "retire forty miles beyond any tidewater point on pain of arrest."

The warfare during 1813 opened with an onslaught on Ogdensburg, February 22, where Indians joined with the British in sacking the town. The capture of Fort George on May twenty-eighth by militia from Hudson and Mohawk valleys and other units, stirred the first public demonstrations.

At Schoharie news of this victory was celebrated with a procession through the village led by a band, followed by an address by Thomas Lawyer and numerous toasts and refreshments.

In the battle of Sackett's Harbor on May twenty-ninth there were many casualties from this region. Colonel John Mills, commander of the Republican Artillery of Albany, was killed. He was buried in Capitol Park, which for a time seemed destined to be a State "Arlington." But the body afterwards was moved to Rural Cemetery.

Lieutenant William L. Marcy, of Rensselaer County, later Governor of the State, distinguished himself at the battle of St. Regis, October 23, 1812, when he captured a British flag. It was turned over to the State with big processions in Troy and Albany. That summer more than two hundred British prisoners taken in battle were received at the Greenbush camp. Commodore Oliver Perry's great battle on Lake Erie was on September 10, 1813, after which he coöperated with General Harrison in retaking Detroit. General Hull, who had surrendered Detroit in the first year of the war, was court-martialed at Albany and sentenced to be hanged for cowardice, but the penalty was withdrawn in view of his services to the country during the Revolution. Perry, then twenty-nine years old, made a triumphal journey from Niagara to Albany and New York some weeks later. He was welcomed at Schenectady with a civic celebration led by the Union College Band and a group of citizens which included Dr. Eliphalet Nott, president of the college; Joseph C. Yates, who later became Governor; and others. The address of welcome was in the Dutch language, George W. Featherstonhaugh has recorded. On November eighth he was escorted to Albany, where he was taken to the Capitol and "presented with the freedom of the city and an elegant sword." There was a ball at the Eagle Tavern, at which a large sign was displayed with Perry's motto: "We have met the enemy and they are ours."

General Richard Dodge, Johnstown resident, served in the Revolution, and in the War of 1812 as a brigadier-general commanded the 4th Brigade of Mohawk Valley militia, including the 10th, 11th and 13th regiments.

In 1814 the war's tide advanced and there were a series of victories. Following the battles of Oswego, Chippewa and Lundy's Lane, there occurred the battle of Plattsburg, September sixth to eleventh. Commodore Thomas Macdonough, a veteran of Tripoli, defeated a British naval force on Lake Champlain and assisted in driving off a land attack. This was the nearest the invader came to the Albany base of operations. The war ended with the Treaty of Ghent, December 24, 1814, the battle of New Orleans occurring after the peace had been declared. There had been much dissension among the states as to the propriety of carrying on the war, and many bitter political quarrels ensued. But the struggle eliminated British interference in American affairs, and was followed by permanent abandonment of the British outposts on the Canadian border.

THE WAR'S LESSON—ERIE CANAL COMPLETED

The war had proved many other things, chief of which was that New York State was being badly handicapped by lack of adequate transportation. The painful poling of boats up the Mohawk; tedious land carries at Little Falls and Rome; and the vast wilderness prevailing west of Oneida Lake, made it clear to the State leaders that something had to be done. DeWitt Clinton felt the national government should aid in the construction of the Erie Canal that was then brought forward with new vigor. The National Road had been opened by the Federal Government in 1817 from Washington to Wheeling, West Virginia, and was later extended to Illinois. President Jefferson, however, had refused Federal assistance for the New York project, declaring that "talk of making a canal 350 miles through a wilderness is little short of madness at this day." Madison, who had defeated Clinton for President, vetoed a bill which would have granted Federal aid to the project.

The original commissioners appointed in 1810 by the Legislature to survey the canal included besides Clinton, Stephen Van Rensselaer, Gouverneur Morris, Simeon DeWitt, General William North, Thomas Eddy and Peter B. Porter. In 1811 Robert R. Livingston and Robert Fulton were added to the commission. Their first report, made in 1812, estimated the cost of the canal at five or six million dollars. The actual cost was a little over seven million dollars.

In the stately old Capitol at Albany, the Erie Canal Act was passed April 15, 1817, on the last day of the legislative session. New York City legislators opposed it to a man as likely to drag the State into bankruptcy. Martin Van Buren, although politically opposed to

Clinton, spoke for the project at the critical time and it carried over the down-State opposition. Mass meetings in New York, Albany and elsewhere had preceded the final legislative step and great public enthusiasm had been aroused.

The report of the joint committee of the Senate and Assembly on the project prior to the vote revealed the motives advanced for the construction. Said the committee:

“As the Eastern and Western districts (of the State) have increased in numbers and opulence, they have loaded the Hudson with their surplus produce and the merchandise for which they have exchanged it, and this trade has been the chief aliment of all the increase which has latterly been exhibited at the mouth and along the banks of that river.

“But the remote sections of these districts are contiguous to the territory of a foreign power, and are washed by navigable waters, which flow into the ocean through that territory (Canada). It is for the interest and therefore will be the policy of that power (Great Britain) to invite commercial intercourse with those sections. Facilitated by the course of their streams and the declivity of their country, our citizens have already extensively engaged in this intercourse and if nothing is done to divert them from it, it is easy to foresee that it will become permanent and soon embrace within the number of its agents all those who live beyond the high lands in which our rivers running to the north originate, including the most fertile part of the State, which is hastening also to become the most populous.

“Our eastern and western districts having been settled from the south and east, roads from those points were, of course, first opened. These roads were extended and improved with the diffusion and age of the new settlements, and as they were for several years better in proportion to their proximity to the Hudson, this circumstance, added to the ties of acquaintance, friendship and consanguinity, retained the settlers for a long time and universally in a business connection with our own cities.

“But these roads are now carried through to the farthest borders of the State and on the margin of the waters where they terminate a dense active and intelligent population is col-

lected. Stimulated by the energetic impulse of private emolument, these people are making new roads and improving the old, erecting storehouses and wharves, building vessels of every description calculated to facilitate transportation, and at various places extending into the country by artificial constructions and the improvement of natural streams navigable communication with the northern waters (of Canada).

"The enterprising spirit of these people is laudable. It has heretofore added to the wealth of the State, while it has enriched themselves, but unless it is directed into new channels it will hereafter lavish the production of our soil, to the amount of several millions a year, upon our northern neighbors. This unwelcome result it appears to your committee that the present state of things is rapidly maturing, and to render it still more inauspicious it will inevitably produce the effect of sending to a permanent foreign residence many of our most useful citizens.

"Shall we look with unconcern and see so large a portion of our means forever averted? Or shall we adopt an easy, an obvious and effectual method of reclaiming for ourselves and our posterity . . . a warmer patronage than the frozen outlet of the St. Lawrence can ever afford, . . . It is a question in which the interests of every district, county and town are deeply implicated. . . . Navigable canals connecting the Hudson with Lake Erie and Lake Champlain would from the moment of their completion make it cheaper for nearly all of our northern and western citizens to find a market down these canals than in any other direction, and they would certainly afford the safest possible transportation. . . . The construction of these canals would draw into our limits the trade of the western parts of Vermont, or a considerable part of upper Canada and of the northern half of all that portion of the United States which lies west of the Alleghany Mountains.

"The future extent of this trade it would be difficult to calculate. The country south of the Great Lakes alone from which it will flow, includes as many acres as make up the territory of some of the most powerful nations of Europe, and is the most fertile part of the globe. That country already contains near a million of souls and is increasing with a rapidity of population known only on this side of the Atlantic. . . .

It is in our power to open to that country a cheaper, safer and more expeditious road to our market towns than they can possibly enjoy to any other. Shall it be done?"

So it was apparent that the Legislature planned the Erie Canal for the purpose of creating a main corridor of transportation within the State to prevent dispersion to the St. Lawrence and Canadian ports, as well as to open the Great West to New York State commerce. The Act of 1817 permanently affected the State's development commercially and industrially, and accounted for its rise to national leadership.

Up to that time Philadelphia and New Orleans had been drawing the greater volume of internal trade. The Erie Canal turned the course and laid down across the Empire State, on a route which is both the shortest and easiest between the sea and the Lakes, a major artery of economic growth. New York City became the metropolis of fabulous wealth, and from the Hudson to Buffalo the entire State was invigorated by fresh and rapid growth.

DeWitt Clinton, as Governor, on July 4, 1817, turned the first spadeful of earth at Rome, where the construction was begun, uttering a prediction whose verity is still amazing:

"As a bond of union between the Atlantic and Western States this canal may prevent the dismemberment of the American Empire. As an organ of communication between the Hudson, the Mississippi, the St. Lawrence, the Great Lakes of the north and west and their tributary rivers, it will create the greatest inland trade ever witnessed. The most fertile and extensive regions of America will avail themselves of its facilities for a market. All their surplus productions, whether of the soil, the forest, the mines, or the water, their fabrics of art and their supplies of foreign commodities, will concentrate in the City of New York, for transportation abroad or consumption at home.

"Agriculture, manufacturers, commerce, trade, navigation and the arts will receive a corresponding encouragement. The city will in the course of time, become the granary of the world, the emporium of commerce, the seat of manufactures, the focus of great moneyed operations, and the concentrating point of vast, disposable and accumulating capitals, which will stimulate, enliven, extend and reward the exertions of human labor and ingenuity, in all their processes and exhibitions. And

before the revolution of a century, the whole island of Manhattan, covered with inhabitants and replenished with a dense population, will constitute one vast city."

In view of what happened, the hostility that assailed the project, even after it was authorized, seems a bit curious. Clinton said he had to start the construction in the middle at Rome, lest enemies at either end or in between sections succeed in halting the work. From the middle, he built it out to the Hudson east and the Niagara west.

The first Erie Canal had a width of forty feet at the top, twenty-eight feet at the bottom, a depth of four feet and locks ninety feet long by fifteen feet wide. It extended 387 miles, from Albany to Buffalo, and had seventy-six locks. The locks overcame the elevation of 565 feet between Lake Erie level and the Hudson tidewater.

The Champlain Canal, begun at the same time, to connect Lake Champlain with the Hudson, extended from Watervliet to Whitehall, eighty-one miles, and had thirty-nine locks. It was on the same general dimensions as the Erie and cost \$4,044,000. The elevation to be overcome was 140 feet. Both were "towpath" canals, being cut through the land and rock, and not going into the river stream as the Barge Canal does on the Mohawk today.

The first Erie boats were batteaux and Durhams which had been used perennially on the Mohawk, but a new craft, stub-ended, with large rectangular cargo space and tiny cabins at either end soon began to come from shipyards along the Hudson and the interior route. Canal-boats sixty feet long, twelve feet wide, in the beginning carried forty to sixty tons of cargo on three and a half feet of draft. The locks were of wood, but were replaced with stone. The construction itself, done by native engineers with only practical experience, was an amazing achievement. Hundreds of Irish workers, coming to this country during the period of the canal building, labored in the marshes and bogs of western New York, sometimes waist deep in water, cutting channels, erecting viaducts which floated the canal-boats over intersecting rivers or falls, and clearing the way through the wilderness for the "ditch."

Canvass White, who found a limestone along the canal that could be used in hydraulic cement, made an important contribution to the canal work. He was later one of the pioneers of the Cohoes Falls power development. John B. Jervis, later noted as a railroad engineer, achieved distinction as an assistant engineer during the canal building and was called upon by enthusiastic canal projectors in other states for aid and consultation.

The ingenious flight of locks and viaducts to carry navigation past Cohoes Falls, where a height greater than Niagara's was overcome, and the flight of locks at Lockport, where the canal-boats made their final lift to the level of Lake Erie, were among the notable features. No less important were the new locks at Little Falls—the "Culebra" of New York State canal building—and the viaducts across lateral streams such as those at Schoharie Creek. Canal-boats were at first towed across the Schoharie at Fort Hunter, the current of which was slackened by construction of dams; but as some of these were swept



Troy—River Street North From Fulton

away with injury of persons and loss of property, a stone viaduct was finally built. Among the many vestiges of the pioneer canal that remain today, the Fort Hunter aqueduct is one of the most noteworthy. The masonry set in arches over the stream was cut and placed with superb skill. And though the structure has not been used for many years, it is still sound and unmarred.

Building of the canal trench along the Mohawk shore cut through many of the villages, altering their appearance and at the same time attracting to them an avalanche of business. The eastern end of the

canal was a spur from Cohoes Falls along the Hudson to Watervliet and Albany, where an immense basin was built in preparation for the new commerce. As early as 1822 Albany had an average of eighty to two hundred sloops and schooners daily lying at the docks in front of the city. In 1825 the city completed a pier enclosing a basin capable of harboring one thousand canal boats and fifty larger vessels. The pier, which stood several hundred feet eastward in the river, parallel with the shore docks, was 4,323 feet long, eighty-five feet broad. Bridges connected it with the shore at the foot of Columbia and State streets. The city Recreation Pier and Yacht Club now occupy this location.

North of the basin along the canal within a few years was constructed the vast lumber district. Slips were dug from the canal to the river for a mile and a half. Here in the years following the opening of the Erie and Champlain canals were handled over eight hundred million feet of lumber annually, including foreign export, which reached as far as Australia, the lumber then largely coming down from the Adirondacks. The canal also cut through the front of the Van Rensselaer Manor House property, the first commercial invasion of this beautiful riverside location at the north end of the city.

The changes wrought at Troy and Cohoes were equally significant. Up to that time the latter section had been predominantly a farming community, undisturbed amid the beauty of the falls setting. The canal channels and locks, at the beginning of the precipitous ascent to the Schenectady level, drew a roystering crew of canal boatmen, who made headquarters there and at Waterford and at the Boght. Troy built long docks and began an industrial career in earnest.

At Schenectady the canal cut through the heart of the town, winding near the south bank of the river. During the heyday of the waterway merchants and manufacturers used this as a virtual Venice for shipping their goods out. The canal route has proved of modern benefit, since, filled in, it has become the broad Erie Boulevard handling immense throngs of traffic to and from the General Electric gates.

At Fort Plain, which became a notable canal town, the center of village activity was changed. Washington had visited the town in 1783. The location of the canal locks and guard gates shifted the center of the business district from the sand hill section to the foot of Prospect Hill.

The celebration on the completion of the "ditch" has never been approached as a State-wide fête. Points off, as well as on, the canal

line joined in the gayety. Militia artillery in every community where stationed was ordered to join in. The opening of the waterway had been eagerly awaited while section after section of the route was finished and water turned in. Some of the emotion of the time may be gained from a letter written by a Utican to a friend in Albany, in 1819, and published in the Albany "Gazette." He reported when the water was turned into the section between Rome and Utica people were thrilled to the core.

This was "the first internal river rolling its first waves through the state." And he added: "You might see the people running across the fields, climbing on trees and crowding the banks of the canal to gaze upon the welcome sight. A boat had been prepared at Rome, and as the waters came down the canal, this new Argo floated triumphantly along the Hellespont of the West." As another wrote at Rochester on witnessing a canal-boat launched there: "It was an occurrence equally interesting as the launching of the proudest ship from a seaport. To behold a vessel committed to the water 400 miles inland and in a place which ten years ago was a wilderness . . . excited emotions of no common kind."

The signal gun announcing the entire route was open after seven years of construction was sounded October 26, 1825, at 9:00 A. M. At that time the first official boat, the "Seneca Chief," started eastward from Buffalo with Governor Clinton and other officials and guests, including William C. Bouck, Canal Commissioner of Schoharie. Three other boats followed. Simms says the signal guns were cannon of twenty-four and thirty-two-pounder type, blocked up along the route at intervals of eight miles for the entire 544-mile distance between Buffalo and New York City. The famous "first telegraph," each gun firing as soon as the sound was heard from its neighbor on the west, reached New York City in an hour and twenty minutes. Simms deducted seventeen minutes from the actual time of one hour thirty-seven minutes, explaining that the signalman at Fort Plain fired at the time computed the signal should reach him, whereas the distant "boom" was not heard until seventeen minutes later.

The joy of that time can scarcely be imagined at this date. Every hamlet joined in with festivals, speeches, bonfires, musical and military parades. At Lockport, where there was a flight of five locks, each with a lift of twelve feet, there was a specially elaborate demonstration. A boat was put through the west with great ceremony, a speaker exclaiming: "We have now risen to the level of Lake Erie and have before us a perfect navigation open to its waters." The

boat returned eastward with the Governor's party. Among the places off the canal line where there were fêtes was Cooperstown, where a corps of artillery fired a salute, followed by more firing from an infantry detachment. There were ceremonies at the Episcopal Church with a public dinner afterward at the village hotel, where toasts were consumed at some length. At Fort Plain there was a feast at Wagner's Inn, then near the guard lock, during which there were thirteen regular toasts followed by nineteen others of unofficial variety.

When Governor Clinton reached Fort Plain, at eleven o'clock at night, there were big tar barrels flaming on Prospect Hill, guns were fired and a merry time was had in the tavern.

Joseph C. Yates, Schenectady, was Governor in 1823-24, and had been a central figure in the preliminary canal celebrations of 1823, sharing honors with DeWitt Clinton. Yates was the first Governor of New York to come from the Mohawk Valley. He was the son of Lieutenant-Colonel Christopher Yates, of the Albany County militia, Revolutionary War unit. Joseph C. Yates was a founder of Union College, and in 1798 became the first mayor of Schenectady. The house in which he was born stands at 26 Front Street, Schenectady. At the polls in 1822 he received a more nearly unanimous vote than any other Governor of New York, his vote totalling 128,493 to 2,910 for Solomon Southwick, editor of the Albany "Register," who opposed him. It is recorded that Schenectady was lukewarm toward the canal celebration, seeing the end of its supremacy as Mohawk River traffic terminus. In a few years, however, it was shown that the city obtained some benefit from the canal.

Albany had two celebrations. The first, on October 8, 1823, was in honor of the passage of the first boat through the eastern end of the waterway. A bottle of sea water was brought up from New York City by a committee of seventy-two citizens of that place and poured into the water coming from the canal as the lock gate was opened. There was a military parade to Capitol Park and addresses by William Bayard, of New York, and William James, of Albany. The larger ceremony was on November 2, 1825, when the entire canal was opened and the "Seneca Chief" with its party of dignitaries descended through the last lock to the Hudson. Following the "Seneca Chief" was the "Young Lion of the West" laden with products of the Great Lakes region. The boats were towed to the Albany Basin, where the officials were escorted to the Capitol. Speakers were Mayor Philip Hone, of New York; William James, of Albany;

and Lieutenant-Governor Tallmadge. So many toasts were consumed that, as one orator said, many of those who attended became "quite convinced nothing so important had ever happened in the world."

An official summary of the benefits of the waterway, prepared by a State commission in 1925, when the canal's centennial was observed, listed these points among others:

"It stimulated commerce on the Great Lakes by providing a direct outlet to the sea. It gave an impetus to immigration and made possible rapid settlement of the Great Northwest territory. It speedily populated this State, its opening having been followed immediately by a tremendous growth of cities and villages along its route. It opened up farming regions to the north and south of its line. In addition to eliminating the hardship of stagecoach travel, it reduced the cost of transportation and travel by more than 80 per cent. It reduced the time of travel between New York and Buffalo from six weeks to ten days.

"It repaid in tolls the full cost of its building and enlargements and enriched the state treasury by a surplus. The amount collected as tolls up to 1881, when they were abolished, exceeded the total sum expended upon it previous to that year by more than \$42,000,000.

"It carried through this State a steady flow of commerce, enriching all communities along the way. It focused attention here and attracted capital and genius to the State. It made New York City the greatest seaport of the new world and metropolis of this Nation. It made this Commonwealth the Empire State of the Union."

In this way DeWitt Clinton's dream came true. The canal pioneer was stricken in 1828 while at Albany during his final term as Governor. He died in a residence at North Pearl and Steuben streets, where he had his official home.

Packet boats drawn by three horses soon came on the towpath and, slipping quietly through the water, proved a boon to the travelers who were weary of the rough going in stagecoaches. The packet boats traveled day and night, making four miles an hour, or eighty-five miles in twenty-four hours. Cargo boats made about fifty-five miles in a full day. The packets were about eighty feet long, had cabins for thirty to eighty passengers, the rooms being equipped with

single berths. The main room was used for a dining-room by day and dormitory by night.

Cargo line boats did not carry horses aboard, but secured fresh horses at relays of about ten miles. Privately owned boats, however, had a stall at one end for two horses, the living quarters of the captain and helpers—often his own family—being at the other end. The horses were used in turn, relieving each other, the driver walking along the path behind them. On reaching the Hudson, if going to a down-river destination, the horses were taken aboard and the barge joined a fleet to be towed by a freight steamer or tug. Most cargo movements terminated at Albany or Troy on the east, Buffalo on the west.

A letter written to Mrs. John Van Vechten, of Catskill, cited in "Historic Catskill" by J. V. V. Vedder, interestingly describes canal travel in 1825:

"Though it be but a small thing in its detail to dig a large ditch [said the writer], yet on the whole to convey so far, to raise it over mountains; through valleys, and through marches is magnificent and almost incredible; and I am delighted with this mode of travelling; certainly quietly and cheaply, you move on night and day, enjoying friends, read, write, study, eat, drink or sleep as you please.

"We talked of the expense on the stage and canal and concluded it was about the same. This was a mistake. The difference is this: on the canal they charge you four cents a mile and find your victuals and lodging; the stage coach charges you five cents and you find yourself, which makes a difference of two dollars a day in favor of the canal, and besides you are not hurried in eating or sleeping, nor jolted until you are bruised from head to foot.

"I advise you by all means to take the canal when you come up. I have visited the falls of Niagara and am now on my return. To the eye of the traveler the system of locks at Lockport and the falls of Niagara are the greatest natural and artificial curiosities in the world. I may go around by Ballston and Saratoga and see all the world at once."

In the debate over the canal measure, Elisha Williams, of Columbia County, and Senator Tibbits, of Rensselaer County, were among its strongest supporters. Assemblyman Williams made the notable

statement that: "If the canal is to be a shower of gold it will fall upon New York; if it is to be a river of gold, it will flow into her lap."

But the results amazed even the advocates. The seven million dollar canal project had been the largest public work any state had undertaken and it was all at her own risk. Since the close of the Revolution until the work began only thirty-four years had elapsed. Not a dollar of Federal money had gone into the venture. It was not to be wondered that so many predicted dire failure and that the State would "water the tears of its bankruptcy" in the muddy channel. To raise funds for the canal building, taxes were levied on salt and auctions and loans were floated.

In 1810 the State population was 959,049. By 1820 it was 1,370,000. By 1840 it had risen to 2,428,000. The number of acres of improved land rose from 5,700,000 in 1821 to 9,650,000 in 1835, the latter being almost one-third of the entire land and water acreage in the State. Communities off the canal line began to enjoy improvements made possible by the general increase in prosperity.

More than nineteen thousand boats and rafts passed through Troy, which received both Erie and Champlain canal business in the first year of operation. Where before agricultural products of the western country could not be moved to market because of prohibitive cost, now came a vast rush eastward of wheat, flour, salt, staves, potash, lumber and other commodities. Rochester, which had been non-existent a few years before, became a flouring center. Utica and Buffalo also grew rapidly.

The "Albany Gazette," commenting on freight costs, stated: "In November, 1804, a wagon load of wheat was brought by four yoke of oxen from Bloomfield, Ontario County, to Albany, a distance of 230 miles. The wheat was purchased at Bloomfield for 62½ cents per bushel and sold at Albany for \$2.15." The wagon took twenty days going and returning. The canal cut the basic freight rate from Buffalo to Albany from \$100 to \$5.00 a ton and the moving time from twenty days to ten days. Such was the phenomenal result of building the ditch.

The number of vessel passages quickly reached enormous figures considering the size of the waterway. The clearances rose to 27,779 for both Erie and Champlain canals in 1833. In 1840, after some additional canals had been built, including the Cayuga-Seneca, Chemung and Oswego, the boat clearances totaled 69,133.

Tolls which amounted to \$566,279 in 1825, rose to \$1,056,922 in 1830 and to \$2,034,822 in 1841. Down to 1882, when tolls were abolished, the Erie Canal itself produced revenues of \$121,461,871.

Its total costs for construction, maintenance and repairs amounted to \$78,862,153, leaving a balance in favor of the State of \$42,599,717. For many years the canal paid for the operation of the State Government, and loans were made from the canal fund to aid infant railroads and for other purposes. The canal fever generated by the success of the project led to many proposals for new canals, some of which were quite impractical and others, like the Chemung and Black River canals, which enjoyed a few years of fairly good business, eventually were abandoned due to the extension of railroad lines. The Erie, however, never had a peer.

Imagination seized other states, such as Massachusetts, which proposed a canal across the mountainous Taconics, a route eventually taken by the Boston & Maine Railroad, with a big tunnel bore under the Hoosac Range to reach the Hudson. Pennsylvania launched a system of State canals westward to the Alleghanies in an effort to catch up with progressive New York State. For a time it hauled canal boats over a one thousand one hundred-foot summit at Hollidaysburg, in order to reach Pittsburgh on the Ohio. But the route was too difficult and it did not long survive. The Erie carried the bulk of the trade between east and west, affecting the course of development to and beyond the Mississippi. As late as 1878 Senator William Windom, of Minnesota, chairman of the Select Committee on Transportation Routes, reported in Congress that the Erie Canal affected rail freight rates over a zone "extending from the interior to the Gulf states, to the St. Lawrence River and from the great plains of the eastern foothills of the Rocky Mountains to the Atlantic Ocean." How far-reaching indeed was the influence of Clinton's little ditch!

The canal commissioners under whom the Erie and Champlain canals were conducted were, besides DeWitt Clinton, Stephen Van Rensselaer, Joseph Ellicott, Samuel Young and Myron Holley. Henry Seymour was appointed in place of Ellicott in 1819, and William C. Bouck, of Schoharie County, was added to the number in March, 1821. The appointment made Bouck a familiar figure along the waterway and aided his political advancement to the gubernatorial chair.

The chief engineers were James Geddes, of Onondaga, and Benjamin Wright, of Rome, neither of whom had seen a canal before, nor had they any more than practical engineering experience. The precision with which the canal surveys were made, under the circumstances, was truly extraordinary. Among the assistant engineers were Canvass White, David S. Bates, Nathan S. Roberts, Noah Dennis, William



East Main Street, Looking East, Amsterdam

Jerome, Henry G. Sargent, Frederick C. Mills, Isaac J. Thomas, Henry Farnam, Alfred Barrett, William H. Price, John Hopkins and Seymour Skiff. Many of them were called on for assistance in other public works of the time as the canal "fever" rose and frequent attempts were made to pattern the Erie. Wright was engaged to make the initial survey and estimate for the Delaware & Hudson Canal from Honesdale, Pennsylvania, to Rondout.

And thus was laid the foundation of the State's modern progress. Including modern times, no other state has enjoyed such facilities for its interior transportation, and because of them, New York has remained the Empire State. Job R. Tyson, of Philadelphia, wrote, in 1851, one of the wisest commentaries ever composed on the Erie Canal. Said he:

"The Erie Canal poured into New York the vast productions of the Northwest, and thirty years ago one city was equal to their distribution. New York and not Philadelphia reaped the benefit of that trade. The revolutions which the last thirty years have made in the material wealth of the Great Northwest, the West and South no longer put it in the capacity of any one city on the seaboard to distribute the thousands of millions of dollars' worth of products raised annually by the trans-Alleghany section of the country. . . .

"The common reason given why the trade of the country seeks New York is because New York has more capital than any other American seaport. But money is only a convenient medium of exchange and is attracted by the product, which is the real value. Nor has it any more power to draw the product to it than the eagle has to draw the carcass.

"Money gathers at New York because the products are there and the products go there because it is cheaper to carry them there. . . . Transportation is king. Neither cotton, coal or any other product is sovereign. The conditions that fix the cost of transportation to market fix the amount and value of the products and their place in the commerce of the country." [Quoted in Scharf and Westcott's "History of Philadelphia."]

Two years before the Erie was finished the Champlain Canal went into service, passing through more than twenty towns on the way to the Hudson. The Oswego and Cayuga-Seneca, which are principal

branches of the State's modern water transportation system, were opened in the next few years.

The boom caused by the canal stimulated all things and provided the first real impetus for industrial growth. Up to then the western part of the State had been under a severe handicap. Now along the entire line from the Hudson to Lake Erie communities opened like buds in a shower under the influence of the water channel. Men's minds were fired with enthusiasm. Inventiveness appeared. New industries sprang up, many of which exist on a grand modern scale today. The freedom of the new communication with the west and through the State spread infectious exhilaration. As steamboats appeared on the Great Lakes, the Hudson likewise felt the pull of the new enterprise and boats and more boats were built in the shipyards at Athens, Hudson, New Baltimore and other river towns for the new inland traffic.

Albany and Troy were the first to feel the real impulsion of the new commerce that burst as a flood seeking the eastern markets. The "Northern Traveler" at Albany reported, in 1834, receipts for freight from the canal included 734,133 barrels of flour; 22,922 barrels of ashes; 13,489 barrels of provisions; 19,908 barrels of whiskey; 873 hogsheads of whiskey; 17,116 bushels of salt; 298,504 bushels of wheat; 122,944 bushels of coarse grain; 257,252 bushels of barley; 2,187 boxes of glass, amounting to 152,935 tons, on which tolls were charged by the ton. In addition to this were commodities on which toll was figured by other measurements: 20,960 cords of wood; 74,350 feet of timber; 55,338,547 feet of lumber; 74,350,000 shingles and 68,321 tons of merchandise, furniture and sundries. These were sent up the canal from Albany. The clearances of boats that year at Albany alone totaled 16,834.

Albany expanded mightily along the waterfront, both in the canal and river trade. The breaking of the Fulton steamboat monopoly, in 1824, coincided with the opening of the canal commerce to bring about a large amount of boat building and shipping. Evidence of the venturesome spirit of the times was seen in the delivery of coal to Albany in 1829 by way of the new Delaware & Hudson Canal from Honesdale, Pennsylvania, to Rondout, and thence up the Hudson. Coal earlier was shipped from New York. A great boom in stove building accompanied this development, although wood stoves were long used. Spencer Stafford had begun making stoves in Albany in 1820. In 1827 Dr. Eliphalet Nott, president of Union College, and his sons, under the firm name of Howard Nott & Company, first made

coal-burning stoves. Since Dr. Nott was a clergyman, he adopted Gothic designs for the stove boxes. In 1830 Joel Rathbone founded a company which some years later, as Rathbone & Sard, turned out a huge volume of stoves. The company built its own cupola furnace. Albany shared with Troy a distinction as a pioneer in iron castings and stove manufacture. Albany's famous Perry Stove Company was founded in 1843.

Other industries pioneered in this period in Albany included piano manufacture by James A. Gray, in 1825, becoming Boardman & Gray in 1837. Albany was famed for its beer and brewers at this time were using more than six hundred thousand bushels of barley a year. The lumber district continued to boom for seventy-five years. In 1840 there were eighty-four sawmills in the city. Total lumber receipts that year were eight hundred and ninety-eight million board feet. To Boston, Albany shipped seventy-five thousand barrels of flour by boat yearly, and received a like quantity of mackerel and codfish.

The number of banks increased. Besides the Bank of Albany of 1792, there were established the State Bank, 1803; Mechanics and Farmers Bank, 1811; Albany Savings Bank, 1820; and National Commercial Bank & Trust Company, 1825. These are in existence today, except the Bank of Albany, which ceased during the Civil War. The Canal Bank was formed in 1829, but suspended in 1848.

Manufacture of threshing machines in Albany was begun in 1840 by H. A. Pitt, of Winthrop, Maine. Colored wall-paper was first printed in 1844 by John B. Howell.

The city fire department in 1825 had ten engines. The Albany Gas Light Company was formed in 1825, but streets were not lighted by gas until twenty years later. The population of the city, which was 5,289 in 1800, in 1840 reached the surprising total of 33,721.

A newspaper had been published in Albany before the Revolution by the Robertsons, and in 1788 the title Albany "Gazette" was revived, publication being continued until 1845. Other early newspapers were the Albany "Centinel," 1796; "Daily Advertiser," 1815; Albany "Minerva," 1828. The "Argus" was begun by Jesse Buel in 1813; "Evening Journal" by Thurlow Weed in 1830, and the Albany "Knickerbocker" in 1842 by Hugh Hastings. The Albany "Times" was founded in 1856. The first steam-driven printing press in the country was operated by Packard & Van Benthuyzen in 1828.

The "Advertiser," in recording the city's progress in 1823, wrote that whereas a decade before there were not four families in the city

who used grates and burned coal fires, their winter fuel being procured only at great cost and effort from New York, there was then a manufactory turning out "beautiful grates of every variety of pattern and all kinds of coals can be bought in the city at any season of the year—consequently a great number of families consume coals as more comfortable, safe and economical than wood." Importance of coal using each year became more pointed as denudation of forests continued. For two centuries inhabitants had been burning off the rich timber stands, and now the forests were receding faster than ever. The War of 1812, cutting off Newcastle coal, had stimulated mining in Pennsylvania. The Albany Common Council offered a reward for the discovery of coal near the Hudson River.

Troy, too, won its early fame as an iron foundry and stove center. As early as 1807 John Brinckerhoff built a nail factory there. Henry Burden, a Scotchman, came to the United States in 1819 and, after working briefly at Albany, became superintendent of the Troy Iron & Nail Factory. He patented a wrought iron spike machine in 1825 and thus laid the foundation of a large industrial enterprise. When railroads were introduced, his inventiveness turned to machinery for the production of railroad "I" and "H" rail spikes. In 1830 he perfected a horseshoe nail machine. His career as an inventor was notable.

Stove making was pioneered in 1818 by Charles and Nathaniel Starbuck. Philo Penfield Stewart, who was born in Sherman, Connecticut, developed the cook-stove, which was a feature of Troy's output for many years. By 1875 Troy had a total of twenty-three stove concerns and sold its products over the world. The names of Stewart, Fuller & Warren, Bussey and other stove manufacturers were national by-words.

A giant industry which has given Troy perhaps its greatest fame had its inception in this period in a modest way. Mrs. Hannah Lord Montague, who was born in 1794, at New Canaan, Columbia County, is famed as the originator of the detachable collar and shirt industry. On her marriage to Orlando Montague, a blacksmith, in 1817, they moved to Troy. At her home, 139 Third Street, about the year 1827, she made the first detachable collar. At that time collars and cuffs were a part of the shirt. Mrs. Montague becoming weary of washing entire shirts for her blacksmith husband, in a moment of inspiration cut the collar off and made a separate piece which opened in front from the chin and was tied around the neckband with a string. It was known as a "string collar."

Not the least of the story is that the pioneer marketing of this invention was by a retired Methodist clergyman, the Rev. Ebenezer Brown, who had a dry goods store. Observing Mr. Montague's new collar, he saw commercial benefits in it, and soon had other women in the neighborhood making them. At first the detached collars were peddled around at homes, where workingmen's wives seized upon them as a boon lightening their drudgery, and the persuasion of husbands followed. Apparently the Montagues obtained some benefit from the invention, as Mr. Montague, about 1832, joined a firm known as Montague & Granger for the manufacture of collars. Jefferson Gardner later joined this firm and, in 1867, this became the Earl & Wilson factory.

William Cluett came from England in 1851. A son, George Cluett, entered the employ of Maullin & Blanchard and became a partner in 1861. Two years later George B. Cluett, Brother & Company was formed, predecessor of the present Cluett, Peabody & Company, which in 1907 introduced the "Arrow collar man" to America. In its modern development shirts and collars have again become attached as one piece, an evolution made possible by commercial laundering. Laundry machinery was developed along with Troy's collar and shirt industry, which has carried the city's fame far and wide. The first factory for cutting collars was built about 1835. Sewing was at first done in the homes. Women for many years formed the bulk of the collar and shirt factory personnel.

A pioneer piano factory was built by James Thurston, a Troy settler of 1819, which attracted much attention. Piano action concerns later were established in neighboring towns of Rensselaer County and flourished for a considerable period. One of these was the Frickinger piano action plant at Nassau, established in 1837. Many years later the A. C. Cheney Company made piano actions at Castleton, employing six hundred persons. The industry survived until the development of radio.

One of the earliest industries of Rensselaer County was the making of Prussian blue dye, established near Cropseyville in 1700 by Cortland DePeyster Field and Israel Howe. Potassium ferrocyanide was imported from Germany, and the industry continued unchanged in its methods for two hundred years. The World War cut off the supply of chemicals, and substitutes for "Prussian blue" were developed, when the plant fell to decay.

An event of this period which has never been forgotten was the publication in the Troy "Sentinel" of December 23, 1823, of an

anonymously written verse entitled "Account of a Visit from St. Nicholas, or Santa Claus." It appeared accompanied by a picture of a reindeer drawing a small sled with Santa aboard riding blithely over rooftops of a Dutch design. As "The Night Before Christmas," the poem has become a classic of the Christmas season. The author was Dr. Clement Clarke Moore, a New Yorker. It reached the "Sentinel," where it was first published, through a Troy friend of Dr. Moore's family.

Troy had several newspapers at the time, as did Lansingburg. The earliest of these, the "Northern Centinel and Lansingburgh Advertiser" was founded in 1787 and removed to Albany some years later.

Banks were established, including the Farmers Bank, 1801; Bank of Troy, 1811; Bank of Lansingburg, 1813 (discontinued 1877); Troy Savings Bank, 1823; and Troy City, 1833. Troy's population was 5,264 in 1820 and 19,334 in 1840. Farmers and Bank of Troy were united in 1865 and later were incorporated in the National City Bank.

Cohoes entered upon its industrial career as a result of the Erie Canal building. Canvass White, who had been an assistant engineer on the waterway, envisioned the power possibilities of the Cohoes Falls and, on March 28, 1826, the Cohoes Company was formed. White was the first president and Stephen Van Rensselaer, Jr., vice-president. The company bought lands on both sides of the river above and below the falls, and built a wooden dam above the falls in 1831. The dam was carried out by ice, but was rebuilt. More or less difficulty was encountered until the present stone wing dam, rated the most costly of its kind in the world at the time, was built in 1865. The dam permits the use of the entire flow of the river for power purposes, leaving the falls dry at various seasons. Construction of five canals, to serve mill buildings, was begun in 1834, the first one being over a mile long and having an eighteen-foot fall of water. This has been one of the main power resources of the region and continues to furnish energy for a large number of industries.

The knit goods business had its inception from Egbert Egberts, who was living in Albany in 1831 and began experimenting with methods of applying mechanical power to knitting machinery. With Timothy Bailey's assistance a machine was set up which could be operated by turning a crank. They then moved to Cohoes and developed a method of running the machine by water power. Bailey hooked up eight of these machines for power operation and the industry was fairly begun. Egberts & Bailey are honored as the pioneers

of the knit goods manufacture in this country. In 1838 the Harmony Mills were established by a Spanish gentleman, Peter Harmony.

Many local industries were developed at points of the canal line. Altamont, at the foot of the Helderbergs, had a hat manufactory conducted by Benjamin Knower, who was president of the Mechanics & Farmers Bank in Albany and a merchant as well. The hats were made according to a secret waterproofing method. His advertisement in 1820 stated that he was "at his old stand," 421 South Market Street, in Albany, where he had "constantly on hand a general assortment of hats of every description, of American manufacture, at reasonable prices."

At Berne, in the western section of the Helderbergs, was established what was said to be the first factory for the manufacture of axes from cast steel. The business was launched by Daniel Simmons, who had been a blacksmith in Albany. He developed a process for using refined borax as a flux by which he welded cast steel cutting edges to iron. The axes became famous and sold throughout the globe. The location of the factory proved to be so remote, however, that transportation costs were found too heavy and a financial failure followed. In 1826 Simmons moved to Cohoes, where he had both water power and canal transportation. Other ax-making plants were established there, as were rolling mills.

At Rensselaerville, where New Englanders had settled, F. C. Huyck began a woolen and felt manufactory. It was later moved to Kenwood, south of Albany, and then to Rensselaer, in order to obtain easier transportation.

For half a century Schenectady County produced more broom-corn than any other county in the State. Otis Smith, who moved to Schenectady from Connecticut, about 1828, established the industry. The first broom was simply a few round bunches of corn shreds sewed to a stick.

The inventor of the modern flat or "Shaker" broom which has been used ever since is said to have been George Canfield, who went to Schenectady from Utica about the same time that Smith appeared on the scene. Smith operated about 125 acres of broom-corn land and continued the business until his death in 1870. Others engaged in raising broom corn, so that there were farms devoted to this purpose along both sides of the river for several miles. In 1800, about one thousand five hundred acres were planted to broom corn, but western corn caused the gradual elimination of the industry. Schenectady's real growth came with the development of the railroad, since the Erie Canal had taken away a large part of its freighting trade.

Amsterdam began its growth in the Revolution, when Aaron Vedder, Emanuel DeGraff and other pioneers settled there. Vedder had a gristmill during the Revolution. Other settlers came in about 1783. In 1800 there were about one hundred inhabitants. Four years later the name was changed from Veddersburg to Amsterdam in honor of the Dutch ancestors of the pioneers, the name taken from the chief city of Holland. It was incorporated as a village in 1831, and established an academy in 1839 open to both sexes. The carpet industry had its beginning at Hagaman Mills in 1842, resulting in the formation of William K. Greene, J. Sanford & Company and other concerns. Amsterdam's first newspaper, the "Mohawk Herald," was issued in 1821. The greater growth came during the railroad era, Amsterdam being incorporated as a city in 1885. The linseed industry was established in 1848. The first looms for the Greene ingrain carpet mill were brought on a sloop to Albany and transported up the Mohawk to Hagaman, moving to Amsterdam in 1842. The water power of the Chuctanunda, a swiftly falling, picturesque stream, greatly aided the industrial development. Knit goods, broom-corn and other industries followed in the period, to 1890.

Port Jackson's name as well as its growth sprang from the Erie Canal. This settlement, on the south side of the Mohawk opposite Amsterdam, was annexed to the city in 1885. It became an important village on the canal and stimulated growth in that section. Over its docks passed the first produce of the region exported *via* Clinton's ditch.

Fultonville, Canajoharie, Fort Plain and Little Falls all became important stops on the canal. Canajoharie, gateway to the Cherry Valley and Otsego country, became an outlet for the produce of those regions. Its quarries furnished stone for the canal locks and other structures. As at Schenectady, the canal went through the center of the village. Palatine Bridge, opposite, was the birthplace in 1817 of Webster Wagner, who invented the "palace" or parlor car in 1858.

Fort Plain was incorporated as a village in 1832, and early became a banking and shipping center. The Fort Plain National Bank was established in 1838; Farmers & Mechanics Bank in 1887. It had a gristmill, sawmill, plaster mill, distillery, sixteen stores, three churches, and one thousand four hundred inhabitants in 1840. As a gateway for the Otsego dairy country, and surrounding region, it became a later center of the milk industry.

Made an important transfer point for freight since the earliest days, due to the land portage required around the rapids, Little Falls

attained faster growth after the canal was built. Its series of locks then attracted attention, as do those of the Barge Canal of today, whose highest lift of forty and one-half feet is at this deep rocky gorge. Water power at Little Falls, owned privately down to 1831, retarded growth of the village somewhat. The new owners laid out a village development and park. The removal of the transfer trade caused the inhabitants to cast about for new industries. New England settlers of the vicinity pioneered the cheese-making which rapidly forged ahead. In 1811 the village was incorporated. Woolen goods manufacture was begun in 1842 and, in 1845, yarn manufacture begun. Little Falls Academy was founded in 1844. Otsego County also became a cheese producer, as did Oneida and Madison counties. In 1834, there were shipped to Albany by canal six million three hundred and forty thousand pounds of cheese, and in 1840, eighteen million, eight hundred and twenty thousand pounds. Herkimer county led the State until after the Civil War in this industry.

Ilion's industrial beginnings were traceable to the "Yankees," who came during the Revolution. Eliphalet Remington moved from Connecticut to Litchfield, near Ilion, in 1779. He ran a farm and a blacksmith shop, the latter being in Ilion Gorge in 1816. His son, Eliphalet Remington, Jr., wanted a rifle for hunting and money being scarce, he made a barrel at his father's forge. Then he took it to Utica to have it rifled, walking the fifteen-mile distance. Remington got the lock and other parts at Utica and fitted them himself to complete the rifle. Neighbors learning of his ingenuity, sought guns or barrels for themselves and he was soon doing a thriving business. On the opening of the Erie Canal, Remington moved his forge to Steele's Creek, near the canal. He bought one hundred acres and a village grew up about him, which was first called Remington's Corners. The name Ilion was adopted some years later after a heated local controversy, and was a form of the Latin *Ilium*, a name borrowed from classical literature. The later history of the village was marked by the development of the typewriter and modern guns, the community having become a Mecca for inventors.

The increased trade on the Hudson resulting from the Erie Canal opening gave further stimulus to the river towns. Catskill became a large cattle and hide center in conjunction with the development of a large tanning industry in the mountains at Prattsville. This was established in 1825 by Zadock Pratt, and reached a huge scale. In twenty years, twelve thousand acres of trees were cut to supply hemlock bark to the tanneries. Huge sheds were erected for the tanning



Sharon Springs—Pavilion Hotel, Built In 1836

process. Pratt contributed to his permanent fame in the region by the famous carvings on the rocks above the village, bearing his own portrait, that of his son, his favorite horse and dog and other designs, which were painted white, and may be seen today. The industry was the greatest in that section of the State, and continued until the exhaustion of the timber. At Catskill, a great cattle market developed, centering on Catskill Point, where forty thousand hides were tanned yearly.

In 1804 the people of Catskill built a one hundred-foot dock along the Hudson River channel. There was much pride in the drawbridge over Catskill Creek, built in 1802, for which the foot passenger fee was three cents. Catskill Academy was incorporated in 1800, six years before the incorporation of the village. Catskill Bank, one of the oldest in the State, was founded in 1813, Tanners Bank in 1831, and Catskill Savings Bank in 1868.

A cattle show and fair was established at Cairo in 1819 by the Greene County Agricultural Society.

The summer resort business had its inception at the Catskill Mountain House about 1823. Erastus Beach, who had a livery stable at Catskill, acted as a guide for tourists at Saratoga in 1819 and caught the idea of summer vacationing. A small hotel was built on the site of the Mountain House soon after and Beach ran the stage from Catskill Landing, taking up visitors who arrived by boat and turnpike to view the magnificent scene. The idea proved popular and a four-story hotel was built, afterward greatly enlarged. Thus the resort activity of the Catskill Mountains, a principal occupation of the region for many more years.

An important invention of the period was the threshing machine made by George Westinghouse, Sr., at Central Bridge, in 1840. He later moved his manufacturing to Schenectady.

Cobleskill was the center of early agricultural industries, the first gristmill dating from 1760. Milton Borst took it over in 1830. A hatching industry was begun in 1810 and about 1820 Benjamin Barton began the manufacture of a grain-cradle. Agricultural machinery works were established in 1859 by Minard Harder, and in 1866 he received a gold medal for the best combined thresher and cleaner. Carriage making, a paper-mill, chair, table, horse-rake and other plants were developed in the vicinity.

Some of Cobleskill's present-day industries spring from these pioneers. Its later industrial development included manufacture of buckwheat flour, silos, refrigerators and other articles.

The development of Sharon Springs and Richfield Springs as health resorts belongs to this period of general expansion, as does the growth of Lebanon Springs, near the Massachusetts border. David E. Eldredge opened a hotel at Sharon Springs in 1823 and invited guests to enjoy the benefits of the mineral waters. The community became a center for treatment of rheumatism and skin diseases, and the Pavilion was built in 1836. Richfield Springs, with its "Great White Sulphur Spring," has been a distinguished watering place since 1820. The Lebanon Springs, whose medicinal properties were first recognized by James Hitchcock, became an early Mecca for health seekers and several hotels were built in this period.

County fairs in the United States are dated from the pioneer fair conducted by Elkanah Watson, Erie Canal promoter, who had moved in 1807 to Pittsfield, Massachusetts. He bought a farm and acquired some Merino sheep from his friend, Chancellor Robert R. Livingston, of Clermont, who had begun importing them some years before. Mount Merino, below Hudson, is named for the Chancellor's sheep. In 1812 he had one thousand of them grazing there.

Two of the sheep sold to him by Livingston were tied to a tree in the village square at Pittsfield while Watson was doing some shopping. A crowd gathered, and observing their interest, Watson was struck with an idea. Describing what followed, he wrote in his "History of the Berkshire Agricultural Society," in 1820:

"From this lucky accident, I reasoned thus: If two animals are capable of exciting so much attention, what would be the effect of a display on a larger scale of different animals? The farmers present responded to my remarks with approbation. We thus became acquainted, and from that moment to the present hour, Agricultural Fairs and Cattle Shows with all their connections have predominated in my mind greatly to the prejudice of my private affairs."

The first county fair in New York State emanating from Watson's idea was at Cooperstown in 1816. Watson had then returned to live in Albany and was being besieged by county groups who admired his "Berkshire system" of exhibits. The invitation from Otsego County he accepted. The fair seems to have been conducted in and at the village church. A procession of two hundred farmers, carrying various types of equipment, preceded the display of farm animals and other events. Prizes were distributed out of a modest \$100 fund for premiums. A second fair was conducted at Cooperstown the next

year. In following years Watson aided Schoharie, Montgomery, Rensselaer and other counties in establishing fairs. Plowing contests were an important feature of the program. The Legislature began making appropriations for agricultural fairs and societies in 1819. Cooperstown was incorporated in 1807 as "Otsego," but the name was changed to Cooperstown in 1812. Its first academy was founded in 1795; the Otsego Bank in 1830.

Otsego County was exceptionally thriving in the period from the close of the Revolution to 1850. Besides its prosperous farms, early industries were established which attained signal success, work being done both in the factories and in homes. In 1810 Spafford, the gazetteer, noted a manufacturing output for the county valued at \$622,055. He included in this list 153,728 yards of woolen goods and 327,088 yards of linen cloth produced by 2,037 looms; 125,612 yards of fulled material from thirty-two fulling mills; 136,860 pounds of wool carded by twenty-seven carding machines; a cotton factory with 1,000 spindles; thirty-six tanneries which tanned 14,822 hides; a 5,000-gallon brewery; twenty-eight distilleries; four hat factories which made 5,919 hats; and 3,750 gallons of linseed produced.

Improved hoes and rakes were developed by S. Benio, near Fly Creek, leading to the founding of the American Fork & Hoe Company in 1834.

Flax and wool were produced in large quantities on the farms. In 1845 the products of the industries were valued at \$1,101,289, of which the largest were the gristmills, output valued at \$298,548; sawmills, \$109,418; cotton factories, \$192,959; tanneries, \$153,401; dyeing and printing factories, \$82,680; fulling-mills, \$55,972; carding mills, \$53,272; iron-works, \$41,950. Prominent were factories in Laurens, Clintonville, Morris and Toddsville.

Oneonta, to which a few settlers had come before the Revolution, had a population of sixty in 1811. Baltus Kimball was an early tavern-keeper, of about 1786. In 1811 the village consisted of two taverns, a distillery, a tannery, and a blacksmith shop. On the opening of the Charlotte Valley Turnpike, in 1834, the settlement was named. This pike joined the Susquehanna Turnpike at Harpersfield. Solon Huntington and his brother Collis came to Oneonta in 1842, establishing a store. Collis joined the 1849 gold rush and opened a store at Sacramento, California, which laid the basis of his fortune. He became the builder of the Central Pacific Railway.

Unadilla, benefiting from the completion of the Susquehanna Turnpike, shipped potash and other goods to Catskill eastward, and

also sent produce down the river to Baltimore by ark load. The arks were picturesque vessels used for one-way transit. They were twenty to thirty feet long and about twenty feet wide. On high water they could carry ten tons of cargo. Much of the shipping was done by Noble & Hayes, who formed a partnership in 1800. They conducted business with Catskill, New York and Baltimore commission houses, buying goods for home consumption, which they retailed at their store. The town of Unadilla was one of the first organized in Otsego County, dating from 1792. Over the turnpike the trip to Catskill took three days by stage, the fare five cents a mile. A toll-bridge was built in 1817. A newspaper, the Susquehanna "News," was begun in 1840.

There were many evidences of the springing up of new enterprises. The success of the Erie Canal spurred ambitious schemes for the building of others, many of which were constructed, but failed to pay their way and dropped into disuse. Nearly all streams of importance were suggested for canalizing. This over-building contributed to the financial depression of 1837, which caused many families to seek their fortune in the West. By 1840, however, things were moving upward again.

Desire for cultural growth followed the agricultural and industrial advance. In 1813, Gideon Hawley, Albany lawyer, had been named the first State Superintendent of Public Schools. The Board of Regents of the University of the State had been in existence since 1787 to guide the growth of public education. Through the influence of leading citizens many communities early established academies for their youth. The Lancastrian system was introduced in the early nineteenth century, and attained a considerable vogue. The Albany Lancaster School Society was formed in 1812, with William A. Tweed Dale as principal. The first building was erected at Tiger and Eagle streets in 1815, and the name Tiger Street was changed to Lancaster Street, which it bears today. The building was used by the school until 1834, later becoming the home of the Albany Medical College. Hudson, Catskill and Schenectady also had Lancaster schools.

Pioneers among the academies listed by French's "Gazetteer" (1860) were: Schenectady Academy, 1793; Johnstown Academy, 1794; Columbia Academy, Kinderhook, 1797 (actually begun during the Revolution); Otsego Academy, Cherry Valley, 1796 (but dating from a pioneer school of earlier date); Lansingburg Academy, 1796; Union Academy, Stone Arabia, 1795; Fairfield Academy, 1803; Catskill Academy, 1804; Hudson Academy, 1807; Albany

Academy, 1813; Albany Female Academy (Albany Academy for Girls), 1814; Greenville Academy, Greenville, 1816; Troy Female Seminary, 1821, at Troy (later Emma Willard School).

Sir William Johnson established a school at Johnstown as early as 1763. At Fairfield Academy, in Herkimer County, a medical department was established as the College of Physicians and Surgeons in 1809 and continued until 1840. A move to establish the institution as a college was not carried through.

French's "Gazetteer" gives dates of incorporation by Regents or the Legislature of the following institutions, revealing the spread of the academy movement thus early:

Albany County—Knoxville Academy, 1837, Knox; Rensselaerville Academy, Rensselaerville, 1845. (Besides those mentioned.)

Schenectady County—Schenectady Lyceum and Academy, 1837; Schenectady Young Ladies' Seminary, 1837, besides the Schenectady Academy.

Schoharie County—Schoharie Academy, 1837; Charlotteville Academy, 1857; Richmondville Union Seminary, 1854.

Columbia County—Claverack Academy, 1837; Clermont Seminary, 1831; Hudson River Agricultural Seminary, Stockport, 1837; Kinderhook Academy, 1824, besides those mentioned.

Greene County—Coxsackie Academy, 1837; Prattsville Academy, 1850, besides those mentioned.

Fulton County—Kingsborough Academy, 1839; Gloversville Union Seminary, 1855, besides Johnstown Academy.

Montgomery County—Canajoharie Academy, 1826; Amsterdam Female Seminary, 1839; Fonda Academy, 1845; Fort Plain Seminary, 1853, besides the early one at Stone Arabia.

Otsego County—Cooperstown Female Academy, 1822; Unadilla Academy, 1852, besides Cherry Valley and Hartwick institutions.

Herkimer County—Herkimer County Academy, 1840; Little Falls Academy, 1844; West Winfield Academy, 1851, besides the pioneer Fairfield.

Rensselaer County—Greenbush and Schodack Academy, 1831; Troy Academy, 1834; Nassau Academy, 1835; Schaghticoke Seminary, 1836; Ball Seminary, Hoosick Falls, 1843; Sand Lake Academy, 1846, besides those mentioned.

While some of these schools did not survive beyond a generation, others have continued to function, although under State auspices and guidance. Many of the State's leaders in business and the professions studied at them.

The number of higher institutions was enlarged in 1824, when Stephen Van Rensselaer, as the proprietor of nine hundred farms on the ancient Van Rensselaer manor, at the solicitation of Amos Eaton at Troy, established a school for study of agriculture and other sciences. As originally designed it was to be open to the sons and daughters of farmers, a feature, however, not carried through. The school was an outgrowth of Eaton's geological studies in Albany County, which the patroon sponsored. While the Erie Canal was being built, Van Rensselaer saw the importance of obtaining accurate knowledge of the country being opened up. He hired Eaton to make a geological survey all the way across the State for three hundred miles, which Eaton accomplished between 1822 and 1824. His studies caused a wave of interest in scientific knowledge, the chief result of which was to convince Van Rensselaer that a school was needed to train students for the study of science, applied to practical problems. The school, first called Rensselaer School, originally occupied a residential building in Troy. Its establishment was the more appropriate since Eaton, who headed it, was a native of Columbia County—so that the idea as well as the sponsor came from neighboring communities on the Hudson River. As is well known, Rensselaer Polytechnic Institute was America's first engineering school.

It is significant, too, that the period 1800-40 was the one which saw the birth of American art; birth of the American novel; and the pioneering of electrical development, all in this region. James Fenimore Cooper was the novelist; Thomas Cole, Catskill, founded the Hudson River "school" of painting, which shattered the European tradition in American art and developed subjects out of the native scene. Joseph Henry, professor at Albany Academy, first rang a bell by electric current, and by his discovery of magnetic self-induction was able to produce the first telegraph, develop a crude electric motor and transmit power. He is also credited with achieving the first radio impulse.

Cooper, born at Burlington, New Jersey, in 1789, moved to Cooperstown in 1790, in 1802 went to Albany to study under the Rev. Thomas Ellison, an Episcopal clergyman and, after two years went to Yale. He wrote "The Spy" in 1821; "The Pioneers" in 1823; "The Last of the Mohicans" in 1826, all based on the historical background of this region. "The Pioneers" idealizes the Cooperstown environment. The novels attained world-wide success and established a tradition. Some years later Cooper returned to Cooperstown, where he passed several years. He died in 1851, but the fame of the

Leather-Stocking Tales is deathless. They have been translated into virtually all languages and remain as classics of American literature.

Washington Irving also contributed greatly to the literature of this region. He visited at Schaghticoke, Albany, Kinderhook and other communities, was for a time during the War of 1812 secretary to Governor Tompkins at Albany. His fame sprang from "Diederich Knickerbocker's History of New York" in 1809, a rollicking satire on the Dutch founders of New York City. He is supposed to have taken the name of Knickerbocker from his friend Herman Knickerbacker, of Schaghticoke. In 1819 the "Sketch Book" essays began appearing, one of which was "Rip Van Winkle," a tale that has immortalized the Catskills, and another, "The Legend of Sleepy Hollow." In after life Irving acknowledged that he had taken some of the characters for the latter story from among the villagers at Kinderhook. In 1822 appeared "Bracebridge Hall" with its famous description of Albany's "Venderheyden Palace."

Thomas Cole was born in Lancashire, England, in 1801. When a youth he lived in Ohio, where he traveled about making drawings for sale. He reached Philadelphia in 1823, painted in the academy, and finally obtained enough money to continue his private work. He then came to Catskill, painting scenes of the mountains and the Hudson. His pictures attracted wide fame, and pupils came to him. He was recognized as the founder and interpreter of a new expression of American art. Frederick E. Church, one of his pupils, attained great fame for his canvases on South American subjects. Among others of the Hudson River "school" were Asher B. Durand, Henry Inman, John F. Kensett, Homer D. Martin, Ralph A. Blakelock. Paintings by this group include scenes in the Adirondacks, Hudson Valley and the Catskills.

After being abroad several years, Cole returned to Catskill, where he occupied a cottage and studio. Here he painted his noted "Course of Empire" series after 1832. He died at Catskill in 1848. His studio is near the entrance of the modern Rip Van Winkle Bridge over the Hudson.

Printing and publishing enjoyed a notable expansion during this period. Among the newspaper pioneers were the "Albany Gazette," 1784; Troy "Budget," 1797; "Northern Whig," 1808, at Hudson; "Schenectady Cabinet," 1809, and the "Mohawk Herald," Amsterdam, 1821.

Agricultural publication had its inception, Ulysses P. Hedrick writes in "A History of Agriculture in the State of New York," on

June 5, 1819, at Albany. On that date, Solomon Southwick, a native of Newport, Rhode Island, launched "The Plough Boy," under the *nom de plume* of "Henry Homespun." Southwick was part owner of the "Albany Register," a Democratic newspaper, had served as sheriff of Albany County and also as postmaster of the city. In 1812 he was made a Regent of the University of the State. He was well known as a political pamphleteer. While the "Plough Boy" did not attain extended influence, it was the earliest of its kind published in the State.

Many other important agricultural journals were published afterward at Albany, including "The Cultivator," established by Jesse Buel in 1834. On Buel's death the paper was purchased by Luther Tucker, who combined it with the "Genesee Farmer" and, in 1866, merged these with "The Country Gentleman," which continued to be published in Albany for many years. The "Quarterly Journal of Agriculture" was first published in Albany in 1845.

Pioneer book publishers included Henry and Elihu Phinney, of Cooperstown, 1795-1849. They issued the Otsego "Herald" for some years, and established a bookstore and publishing house. They distributed their books as far west as Michigan by wagon. Their famous traveling bookstores not only went overland, but were installed on barges which plied the Erie Canal. In 1820 the Phinneys' stereotyping foundry cast plates for a quarto family Bible, first of its kind made in the United States. More than two hundred and fifty thousand of the Bibles were sold. The plant continued until 1846, when on the introduction of power printing machinery it was moved to Buffalo. Charles R. Webster, in Albany, published a farmer's "Almanac" in 1783, which enjoyed much popularity. The firm also turned out a spelling-book, distributed by wagon throughout the region, which attained great popularity.

Jedediah Peck, of Burlington, Otsego County, while serving as an Assemblyman in 1811 initiated the legislation by which the State's common school system was founded. Gideon Hawley, first State Superintendent of Schools, was appointed the following year.

Origin of the free circulating library in this country or abroad is attributed to Jesse Torrey, Jr., seventeen-year-old son of Jesse Torrey, of New Lebanon, Columbia County. An article by Margaret D. Fayerweather, in the "Columbia County Historical Society Bulletin" of January, 1941, records the event which is memorialized on a tablet at the Joseph Hooper Free Library in the village. The Torreys came from England in 1640 to Plymouth, branches of the family settling in various parts of New England and New York as time went on.

Jesse Torrey, Sr., a Revolutionary veteran, settled in Lebanon, Connecticut, and afterwards moved to New Lebanon, as did several others from that place. Jesse Torrey, Jr., a great reader, was a friend of Dr. Moses Younglove, of Hudson. Young Torrey became so enthusiastic over the idea of sharing books, which then were a scarcity, that he collected some books and twelve dollars in cash, going to Albany to buy more books with the money.



Hudson—1868 View of Warren Street, Old Central House on Right

He opened his "Juvenile Society Library" March 12, 1804, free to every youth of twelve to twenty-one years. He had 147 charter members, who signed the constitution and nearly all contributed something to the institution. After the War of 1812, Torrey took up the practice of medicine, but left it to carry on his work in behalf of free circulating libraries. He published a number of pamphlets expressing his ideas, among which Mrs. Fayerweather lists "Intellectual Flambeau"; "Moral Instruction" (Albany, 1819); "Herald of Knowledge" (Washington, 1822). He moved to Philadelphia in later years. It is known he consulted President Madison in an effort to

have the Federal Government take up the idea. Neither the date of Torrey's death nor his burial place is definitely known, though the latter may have been at Germantown.

There were a number of early scientific societies and lyceums. The Albany Institute was an outgrowth of the Society for the Promotion of Agriculture, Arts and Manufactures, established in 1791 in New York City, original organization of the kind in the State. In 1804 the charter of first organization expired and it was revived at Albany, which had in the meantime become the State capital. The new name adopted was the Society for the Promotion of Useful Arts. In 1829 the Albany Institute was formed by the union of the Society of Useful Arts and the Albany Lyceum of Natural History. The institute was devoted to physical science, arts, natural history, history and general literature, publishing its transactions. It was before this group that Joseph Henry announced his important discoveries in electro-magnetism. The modern name of the organization is the Albany Institute of History and Art.

A library had been established in Albany in 1792, which had about five thousand volumes in 1860. It was housed in the Albany Academy for Girls. The Albany Public Library system is dated from the organization of the Young Men's Association in 1833, headed by Amos Dean. The association assembled a library of seven thousand volumes, maintained a reading room and a lecture course. It had about one thousand members in 1860, when it was considered the oldest institution of its kind in the Nation. In later years the library was transferred to the city free library system.

Political liberties as well achieved a milestone in this period, brought into existence in the State by the Constitutional Convention of 1821. After much debate the old property qualifications of freeholders were dropped, and every male citizen of twenty-one years received the vote, provided he had resided in the State one year preceding any election, and in the town or county where he offered to vote six months, provided he had paid taxes, or if tax exempt, had done military duty or was a fireman. Negroes were not included in the statute. The amendment was ratified by the people in 1822.

It was a convention which marked the end of "family rule" in Empire State politics. The death of Hamilton followed by that of Schuyler in 1804 marked the beginning of the end of control exercised by the Hudson River families. DeWitt Clinton, although by birth a member of the Clinton "dynasty," was an independent in politics,

and had reached a place of note largely through his own efforts. Stephen Van Rensselaer, while highly honored as a public benefactor, politically suffered many defeats.

An unusual event of 1825 was the election of a President of the United States by the single vote of Stephen Van Rensselaer, the "last Patroon." Mr. Van Rensselaer had served as chairman of the canal commission and held other public offices, twice having been elected Lieutenant-Governor and twice being defeated for Governor. In 1823 he took his seat in Congress as a Representative from the city and county of Albany, remaining in that office five years. In one of the rare occasions on which the House of Representatives selected a President, it was Van Rensselaer's vote that placed John Quincy Adams in office. The vote was by states and a majority of Representatives from each State determined the vote of that State.

In the national popular vote, Andrew Jackson had obtained the majority, but in the electoral college no candidate received a majority, there being three candidates, and New York was the doubtful State, and one vote—which was Van Rensselaer's—was needed to determine which way the New York Congressmen would vote. Van Rensselaer, as close friend of DeWitt Clinton, might have been expected to favor Jackson, who was Clinton's candidate. Martin Van Buren's "Autobiography" says that the patroon was intending to vote for Crawford, the third candidate, but an unusual incident turned his decision in another direction. Mr. Van Rensselaer had taken his seat and in the emergency dropped his head upon the edge of the desk and sought Divine guidance in a moment of prayer, as was his habit. When he opened his eyes again he saw on the floor beneath his desk a ticket bearing the name of John Quincy Adams. This decided him and feeling he had an answer to his plea, he cast the ticket as his ballot. The vote gave Adams thirteen states to seven for Jackson and four for William Crawford.

A few years later, Mr. Van Buren, the brilliant Kinderhook lawyer and statesman, became the first New York-born citizen to reach the Presidency of the United States.

Villages incorporated in this period included: Athens, 1805; Amsterdam, 1831; Canajoharie, 1829; Castleton, 1827; Catskill, 1806; Cherry Valley, 1812; Cooperstown, 1807; Esperance, 1818; Fort Plain, 1832; Herkimer, 1807; Hoosick Falls, 1827; Kinderhook, 1838; Laurens, 1834; Mohawk, 1844; Nassau, 1819; Unadilla, 1827.

In 1835 the population of the various counties in the region was: Albany, 59,762; Columbia, 40,746; Fulton, 21,597; Greene, 30,173; Herkimer, 36,201; Montgomery, 25,108; Otsego, 50,428; Rensselaer, 55,515; Schenectady, 16,230; Schoharie, 28,508. The State population in 1835 for the first time swung past the two million mark and stood at 2,174,517.

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As the age of America's battle for Independence ended with the death of Washington, so the passing of General Philip Schuyler marked the close of another era. Schuyler spanned three periods—the Colonial, when he fought in the French-Indian wars; the Revolution, when he commanded in the north; and the Age of Expansion, when he initiated the canal development in the State.

Born in Albany, November 22, 1733, he had served his country faithfully and well. In the Continental Congress his loyalty was established, his service including the years 1775 to 1777 and from 1778-81. Few men could have withstood the indignity heaped upon him by political foes who relieved him of command before the battle of Saratoga, but he remained steadfast while Arnold, similarly mistreated, broke under the disgrace. As a United States Senator, he gave attention to the new problems of the Nation, and by his pioneering of the Western and Northern Inland Lock companies suffered financial loss, the fate of many a trail blazer.

His death, on November 18, 1804, was due, in part, at least, to grief over the death of Alexander Hamilton, his son-in-law, slain in the duel July 11, 1804, at Weehawken, New Jersey, by Aaron Burr, then Vice-President of the United States. The duel itself was an outgrowth of an Albany incident.

Both Hamilton and Burr were well known in Albany. Both had been admitted to the bar there, and as students both had been entertained at General Schuyler's mansion and used his library. Hamilton married the General's daughter in 1780 and lived in the mansion for several months. Several of his "Federalist" papers were apparently written there. Early in their acquaintance Hamilton formed an unfavorable opinion of Burr, which the latter's political methods did not diminish.

In 1801 Hamilton had helped to block Burr's ambition to be President, when the election, tied, was thrown into the House of Representatives. Jefferson was elected President, Burr Vice-President. Burr, who was exceedingly vain, cared little for the Vice-Presidency,

and decided to seek the nomination for Governor of New York in the 1804 campaign. Hamilton was in Albany to argue the appeal of Henry Crosswell, editor of the Hudson "Balance," from conviction on the charge of libel before the State's highest court. While Hamilton lost the case, under the old English law which did not permit the truth or falsity of the alleged libel to be argued, the Legislature afterward changed the statute, permitting proof as to the veracity of the printed statement, and allowing juries to be judge of both law and facts.

Albany Federalists invited Hamilton to a conference at Lewis Tavern to consider ways and means of blocking Burr who, as a Democrat, appeared likely to win. Three years before Hamilton had termed Burr "daring enough to attempt anything, wicked enough to scruple nothing." There were rumors also that Burr was joining a group of conspirators who were seeking to dissolve the Union and set up a republic consisting of New York, New Jersey and New England. Of this new republic Burr was to be President.

Learning of this plot, Hamilton's opposition to Burr increased, and at the conference he made an extended speech urging all Federalists to join the opposition to Burr. Burr soon heard of it, and seemingly decided at that time to avenge himself. At the gubernatorial election, while Burr carried New York City, he was defeated up-State, the total vote being 30,829 for Morgan Lewis and 22,139 for Burr. Burr then wrote Hamilton deliberately insulting letters, which under the "code of honor" he felt impelled to answer with an accommodation.

The duel was delayed until Hamilton wound up some important legal cases, time that Burr spent in target practice. At the duel on July eleventh, it was said Hamilton did not raise his weapon but discharged it into the ground as he fell under Burr's bullet. He died thirty-two hours later.

The duel cost Burr his political life. He never regained public position, although years later he appeared in State courts as attorney. Their daughter, Theodosia, was born in Albany, where he lived following his marriage in 1792 to Mrs. Theodosia Prevost, of Paramus, New Jersey. He afterward removed to New York City. The duel occasioned a notable sermon by the Rev. Eliphalet Nott, a Presbyterian clergyman in Albany, which was reprinted in many editions over the country and is considered to have sounded the knell of duelling in this country. Dr. Nott was selected shortly afterward to be the new president of Union College.

CHAPTER XXI

An Iron Steed Rebuilds the Land

Railroad Era Pioneered by George W. Featherstonhaugh, of Duanesburg
—The Delaware & Hudson Canal Company Runs America's First
Steam Locomotive—Induces Dr. Nott to Build a Coal Burning
Steamboat on the Hudson—Mohawk & Hudson Railroad Begins
Run, August 9, 1831—Stephen Van Rensselaer, First President—
Horse Car Line to State Street Hill, Albany—Schenectady Station
—Reason for the Route—The Utica & Schenectady—Freight Traf-
fic Born at Palatine Bridge—Corning Forms the New York Central,
1853—Troy Pioneers Four Railroads, Aids the Great Hoosac Tun-
nel—Rensselaer & Saratoga Cars Described—Hudson & Berkshire—
Boston & Albany—Hudson River Railroad Reaches Greenbush
—Harlem Comes to Chatham, 1853—Vanderbilt's Coup—Wagner's
Sleeping Cars—Schenectady Locomotive Works Begun—The Tele-
graph—Express Service Originates—First Bessemer Process in
America at Troy—The F. J. & G.—Albany & Susquehanna Rail-
road Battle—The Tunnel Fight—Leased to D. & H.—Ramsey Pio-
neers Cement and Tourists—Howe Cave—Cooperstown, Cherry
Valley, Schoharie Get Railroads—Trainmen Organize at Oneonta—
The West Shore, 1883—Results of the Railroad Age—Population
Growth, 1880, of Counties and Towns—Industries of the Period.

The run of the iron horse has been intensely dramatic for the communities of the Capital Region. The steed of steam, iron and steel sponsored a period of growth for which there was no precedent, and which, after more than a century, remains vital and enterprising.

Thrilling as the era of the Grand Canal had been, the iron horse achieved yet more splendid wonders. The canal opened the doors of the State for development; the locomotive spread that development, breaking other geographic barriers and bringing to mankind its first conception of high speed.

The railroad brought new towns to life, stirred fires of industry and invention and brought into being the age in which we live—the

age of iron, steel, and vast corporate enterprise. It pushed earlier modes of transportation into the background, so popular did it become in its inception. Very quickly the song of the turnpike faded and the rattle of the stagecoach died. Almost immediately, too, the canal packet boats, dreaming their way along the placid channel at the end of horse-tow, tied up at their docks, and did not go out again. Side canals of the famous Erie gradually dried up, emptied of cargo. Against the mighty newcomer, only the Erie Canal freight boats and the Hudson River steamers managed to retain their place—and they, too, have had their problems and revisions to remain in the race throughout a century and more.

It is significant that in the Capital Region the railroad trunkline system had its birth and that its own citizens were among the principal actors in that drama. Shining rails, the roar of steam, the rush of wheels, billowing plumes of smoke and the clang of bell have been the symbols of the growth of many structures—homes and industries—in the region of today. Here railroad giants sprang up—such men as Erastus Corning, Sr., of Albany, and Joseph H. Ramsey, of Lawyersville, who toiled to put long channels of transportation together, striking boldly against opposition and winning their fights.

Corning, in 1853, pieced together ten scattered lines to form the New York Central, outgrowth of the Mohawk & Hudson, pioneer railroad in the State—which was America's first great trunkline railroad and its largest industrial corporation. For this reason a modern rail system which yearly carries over one hundred and thirty-six million tons of freight upon its eleven thousand miles of track, serving twelve states and whose assets exceed \$1,800,000,000, still conducts its annual business meetings in Albany.

Ramsey, after battling fiercely in the Legislature for funds to complete the Albany & Susquehanna, single-handedly defeated Jay Gould and Jim Fisk when they sought by legal devices and physical violence to seize the railroad from him. In 1870, on its completion, to save the road from its enemies, he leased it to the Delaware & Hudson Canal Company, which thereby opened a direct route to the Pennsylvania coal fields and hauled other commerce through the Susquehanna Valley to Albany and northward to Lake Champlain and Montreal.

Troy played for high stakes in the railroad game, lending her effort and money to the building of the Hoosac Tunnel, in conjunction with Massachusetts interests, a heroic piece of engineering which long remained the mightiest work of its kind in America. Troy built

railroads, flung bridges over the Hudson, and became a gateway for New England and the north as a result of its enterprise.

Chatham—when it was known as Chatham Four Corners—became a center of four railroads and still is a reigning junction point. Hudson pioneered a route to the east through the Berkshires. Schenectady, Rotterdam Junction, Catskill, Cherry Valley, Johnstown, Cooperstown, Herkimer, Cobleskill and many others helped to blaze trails for the iron horse. Towns as well as villages and cities in numerous instances pledged their own funds to bring a railroad to or even near their doors. Many profited handsomely as a result; others found a less happy outcome.

Railroad building was high adventure in the nineteenth century, and often personal and local as communities brought their civic spirit to the fore in search of commercial advancement. Tangible evidences of the pioneering are found in the multiple tracks which run along the Hudson, Mohawk, Susquehanna and the Champlain shores; eastward through the Taconics and Berkshires; through the Catskill and Southern Tier; as well as in the car shops at Oneonta, West Albany, and Colonie; in the towering Castleton cut-off bridge and huge Selkirk yards (this alone a \$24,000,000 project); in bustling junctions, switching yards; in the homes of thousands of railroad workers; in allied industries, such as foundries, steel mills, brass journal mills; car-heating, car wheel and other companies.

Building of coaches for the passenger cars was an early industry of Albany and Troy, as Schenectady became a center of locomotive building, where now engines weighing a million pounds are produced.

Palatine Bridge gave rise to Webster Wagner, whose invention of the ventilated railroad car first contributed to the comfort of rail passengers. His famous "Palace Car" in 1858 was the predecessor of the Pullmans of today and made history on the New York Central. In Troy the Bessemer process was first developed in America because of the demand for steel rails.

So there is a vast lore of railroading in this region, which touches almost every part. There are families who have spent generations behind the throttle, or in the roundhouse, yard or dispatching and operating offices. There are railroad towns, where entire communities are concerned with the least event on the rail systems. At Oneonta, in a caboose, the Brotherhood of Railroad Trainmen had its origin in 1883. The railroad fraternity invariably pays special honors when their veterans retire and the men who pilot the Empire,

the Twentieth Century, the Montrealer or other crack trains, are "piped" from their cabs by friendly yard whistles.

How significant, then, is it that the iron horse, which sped Progress into its modern age, should have begun its run on the top of the Albany hill, when it was placed on fragile iron-capped wooden rails for a twelve and one-half-mile dash across the sand plain to Schenectady! Or that to an English gentleman and scholar who married a daughter of Judge James Duane, of Duanesburg, is due the construction of the first railroad in this State! From this short line, built only to join the Mohawk and the Hudson rivers, as from the fabled mustard seed, has grown the vast intricate railroad system of today. There were other early abbreviated railroads in America, but the Mohawk and Hudson was the first link in the first great rail corridor of the land.

Before we begin the story of its development, we should accord chronological credit to the canal and coal company, now the Delaware & Hudson, which first placed a locomotive on rails in America. The "Stourbridge Lion," a seven-ton engine built in England, made a six-mile run August 8, 1829, on a level stretch of a gravity coal railroad at Honesdale, Pennsylvania. Horatio Allen, an assistant engineer, bravely (and alone) held the throttle and rode in it over a light track and a light wooden trestle, risking momentary disaster. The locomotive performed well, but it was too heavy for the tracks of the gravity road by which coal was brought down from the Carbondale hills. Allen had to give it up, regretfully. The fault was not his. The engine weighed seven tons, and should have weighed but three, according to the specifications, but the manufacturers in that day found it hard to judge things. And so the Delaware & Hudson Canal Company went back to the gravity and plane system, using its remarkable 108-mile canal from Honesdale to Rondout (Kingston) on the Hudson to float the coal out to market. Not until 1899 was the canal finally given up, as good an evidence as any of its ability to move tonnage at an advantageous cost.

The D. & H. reappears in Capital Region history as a railroad in 1870, when it acquired the Albany & Susquehanna on lease and followed this by acquisition of other lines northward. As a canal and coal company, however, it has an important place in this sector of the State. The company was chartered April 23, 1823, by the New York Legislature, empowered to open water navigation between the Delaware and Hudson rivers, to purchase coal lands and to transport

"stone coal." Under the latter provision it evolved into a railroad company, although a decision classifying it as a rail carrier was not handed down until 1909. The functions of coal mining and coal transporting then were separated by law, the mining being done by the Hudson Coal Company. The Delaware & Hudson Company owns both coal and railroad properties.

The New York charter followed one granted six weeks earlier by Pennsylvania, which enabled William and Maurice Wurts, natives of Flanders, New Jersey, to canalize the Lackawaxen River. The Wurts brothers, of Swiss ancestry, had begun in a small way to mine hard coal in the Carbondale region in 1816, and were seeking New York City market. The building of the Erie Canal, begun in 1817, inspired them to seek a short route to the Hudson, where they could float their product to New York City and the northern part of the State.

In 1823 they hired Benjamin Wright, the chief engineer of the Erie Canal, to make a survey. DeWitt Clinton, who became familiar with the undertaking, estimated that New York City alone would require one hundred and twenty thousand tons of hard coal annually, predicting in a few years this would reach two hundred thousand tons. Clinton was, indeed, New York State's major prophet, as we have seen in his forecast of the results of the Erie Canal.

Coal was already reaching New York by sea from Philadelphia, and the D. & H., getting additional authority from the Legislature, opened subscription books for sale of new capital stock. The company was formally organized March 8, 1825, with the election of the board of managers at a meeting in New York City. One of the Wurts brothers served as a member. Three days later Philip Hone was elected president. Hone, then but forty-four, was most noted as the mayor of New York and became an important figure during the Erie Canal celebration.

The Delaware & Hudson Canal, 108 miles long, was about thirty-two feet wide at the top, twenty feet wide at the bottom, with four feet of water. It had 110 locks, each seventy-six feet long by nine feet wide.

At Rondout the canal was carried over the creek by a stone aqueduct with two arches and over the Neversink and other small streams by wooden trunks on stone piers. It crossed the Delaware by means of a dam and slack water. Boats could carry cargo up to thirty tons. At Honesdale the altitude of the canal was 972 feet above the sea.

The canal was opened October 16, 1828, and on December fifth a squadron of boats from Honesdale arrived at Rondout, having approximately ten tons of coal aboard each. Most of this coal was sent to New York City, but some was shipped to Albany, probably by sloop. The Albany allotment was received by I. & J. Townsend, who wrote to John Bolton, then president of the D. & H., that several manufacturers who had tried it were highly pleased, and one ton had been sent to Governor-elect Martin Van Buren. The clerk of the State Senate agreed to burn some of it in one grate in the Senate Chamber to acquaint the legislators with it.

Demand gradually rose. The company the following year, on recommendations of John B. Jervis, Wright's successor as engineer, sent Horatio Allen to England to buy locomotives to be used on the level stretches of the gravity railway. Allen bought four engines, the others being named the "America," "Delaware" and the "Hudson." The "Stourbridge Lion" was built by Foster, Rastrick & Company, of Stourbridge. The "America" was produced by Robert Stephenson & Company, of Newcastle, but the record of its performance on the railroad here has been lost. The "Lion" (a replica of which was shown at the New York World's Fair) cost the company, delivered, \$2,914. It was built for a speed of four to six miles an hour. Floated up the river on a sloop after arriving by ship at New York, the "Lion" was taken aboard a canal boat to Honesdale, where it was installed on the tracks. At that time not a single steam locomotive had run on a track in America, and in England such transportation was not fully approved.

Allen's venturesome trip with this pioneer railway engine antedated by two months the Rainhill trials of the Liverpool & Manchester Railroad in England. The trip was unfortunately all too brief. Allen moved the "Lion" forward over the tracks three miles, crossing embankments and wooden trestles which quivered ominously, and returned to the starting point by reversing the engine. The onlookers cheered wildly at this experimentation in what was then a remote section of the mountains, and very glad they were to find Allen safe and sound. The "Lion" was taken on a second trial, but probably was not used after that, being housed beside the track for many years. The boiler was sold and in the 1880s was found in an iron shop at Carbondale. On June 18, 1889, it was deposited in the Smithsonian Institution at Washington. Some other parts have since been found and the locomotive has been partly reassembled.

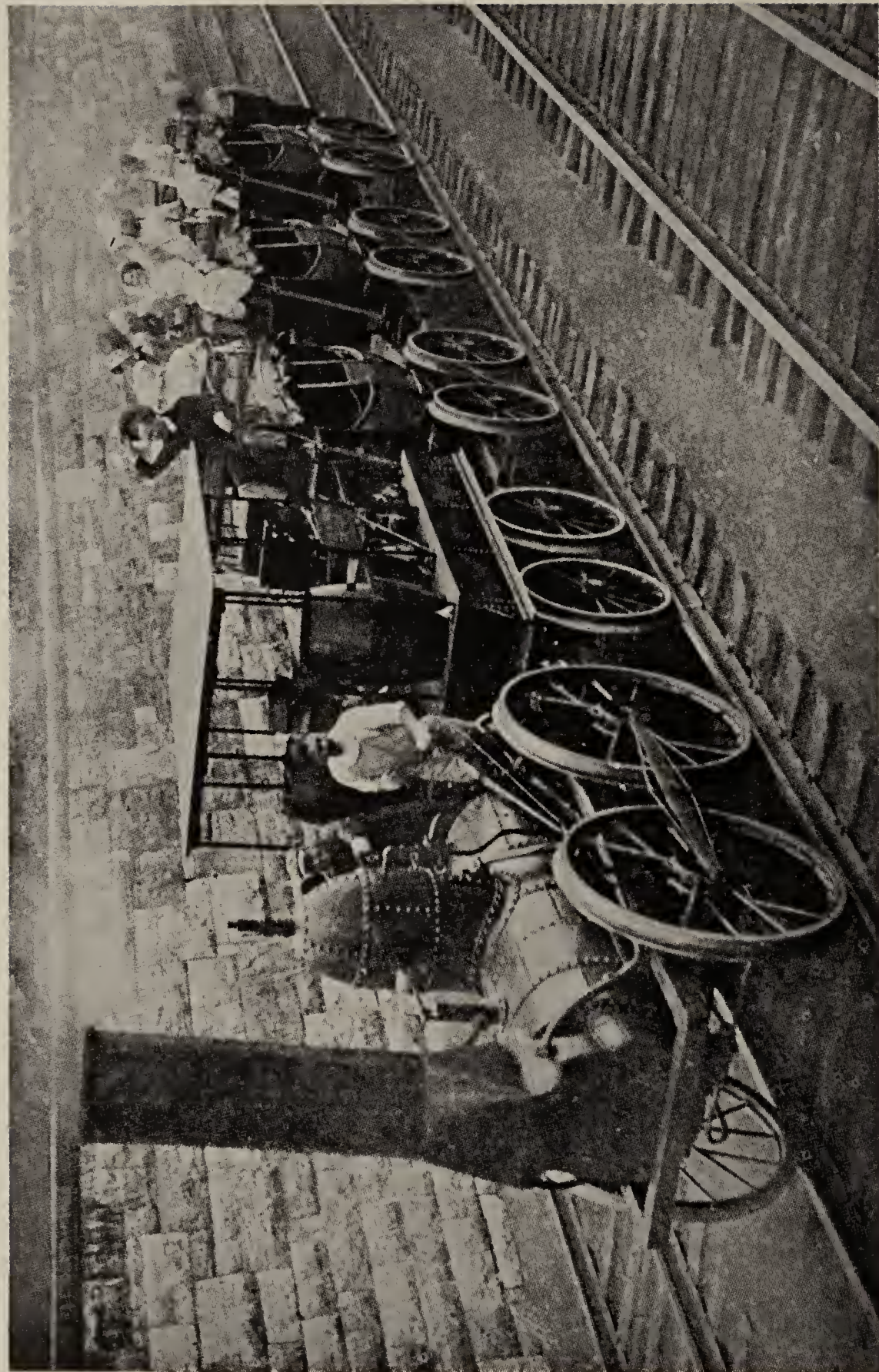
One other early incident of the company's career should be cited, disclosing the problems confronting the distributors of coal. The public for many years clung to its devotion to wood fuel. Railroads burned wood down to the Civil War period, as did steamboats, and in the homes the forest continued to furnish the supply to comparatively recent times. Bituminous coal came from England until the War of 1812, when shipping was cut off and the Pennsylvania deposits began to be explored and worked in earnest. The D. & H. development was with hard coal. Many singular stories are told of its introduction, a man in Philadelphia having been almost mobbed because the coal failed to ignite quickly, like bituminous, and it was assumed fraud had been committed.

It is, therefore, not surprising that the D. & H. resorted to unusual methods to obtain a market for its product. We learn from the company's history, published in 1925, that the board of managers rode from New York to Albany, in 1836, on the steamer "Novelty," built by Dr. Eliphalet Nott, president of Union College, pioneer among coal-burning steamboats on the Hudson. The vessel was constructed at the shipyard of H. Nott & Company, near the South Ferry in Albany. The company's records show that on March 14, 1835, an agreement was made with H. Nott & Company for the operation of a steamboat which should use the company's coal. The agreement was modified to assume the form of a contract by which the D. & H. was to deliver to the shipbuilder \$100,000 of its stock at par, after the latter successfully should run a steamer equipped with Nott's patent tubular boilers and fired by Lackawanna coal upon the Hudson River. Dr. Nott himself was possessed of great inventiveness, and produced a stove which attained considerable popularity.

THE IRON HORSE SNORTS ON ALBANY HILLTOP

Had the backers of the Mohawk & Hudson Railroad been able to proceed at once with the building of the road following its charter, April 17, 1826, it would have been the first American railroad in all respects. It was the first passenger road to be chartered in the country, and holds special distinction on that account, besides being the first to operate in the State. The road began functioning in 1831. The interval between the charter and operation was taken up with a battle to obtain financial support for the project—a battle in which localism, prejudice and sheer inertia attempted to thwart its growth, as has been the case in most pioneer ventures.

The initial railroad journey between Albany and Schenectady was in many ways fundamental to the modern growth of the region. Once



The De Witt Clinton Train, Mohawk & Hudson Railroad, 1831

the Mohawk & Hudson had made its successful bow, with the aid of the locomotive "DeWitt Clinton" and three small railroad coaches filled with passengers, a new kind of history began. The celebration on August 9, 1831, when this triumph was hailed—and a speed of thirty miles an hour recorded—proved the curtain raiser of an inventive era.

Within a year the first offshoot railroad was built, from Schenectady to Saratoga, a somewhat singular choice of route as appears now; and, thereafter, north, south, east and west other roads came bursting into being. The Legislature was so besieged by applicants that in the early 1830s charters were issued for forty-nine embryo rail lines. Since all this happened while the Erie Canal was causing villages, towns and cities to grow like mushrooms, the exhilaration of the time was infectious indeed. So great was the boom in New York State that it spread to others, which began feverish construction of canals and railroads, and the vast enthusiasm undoubtedly contributed with the upset banking system to the crash and panic of 1837. Yet even this disaster was not allowed to hold its grip long, but its effects were thrown off quickly. Many caught in this crash emigrated from the State to the western territory to begin life anew.

We do not now revel at celebrations commemorating new achievements as did the people of a century ago. The Erie Canal started a vogue when the cannon telegraph boomed across the State to announce the linking of the Great Lakes with the Hudson. Thereafter practically every railroad that was opened celebrated with formalities, speeches, dinners and jubilation, and toasts without end.

It was by such occasions that the public measured milestones, and from them often sprang the incentive to further great deeds. It is doubtful if any state has such a record for inventiveness, research and pioneering as New York. Single cities, and even the smallest hamlets, are able to boast a surprising record of native achievement. The railroad was one of great stimulators. Some of these effects will be cited, such as the telegraph, by Morse, which Joseph Henry, experimenting at Albany, made possible; the express business, which grew out of stage, canal and rail transportation; signal systems and many other developments.

The newness of the steam locomotive may be judged from the fact that although a coal-hauling engine had been used in England before 1814, George Stephenson did not produce his famous "Locomotion No. 1" until September 27, 1825, when it ran over the Stockton & Darlington Railway hauling six trucks loaded with coal and a few

passengers, who sat on top of the coal! It went eight miles an hour, which was hailed as a stunning innovation. The next year Stephenson built his "Rocket," which went thirty miles an hour. Earlier ideas of railroads contemplated only horsedrawn vehicles. At one time it was thought railroads could be built open to the public to place privately owned vehicles on. Propulsion by sails along the tracks was also attempted.

In America, John Stevens, of Hoboken, built a circular railroad in his yard with a small locomotive powering it. In 1812 he wrote a paper in which he proclaimed the superiority of steam over canal transportation and predicted it would become possible for steam carriages to move over rails at a speed of one hundred miles an hour. There was much talk at the time the Erie Canal was under way of digging a second canal through the Southern Tier to be called the "Appian Way"; but the movement was laid aside to await the outcome of the tests being made of the new steam railroad.

Among the most interested persons in these experiments, and certainly one of the best informed in America, was George William Featherstonhaugh, of Duanesburg. He was born in London in 1780. Coming to this country on business for the English Government, he married, in 1808, Sarah Duane, second daughter of Judge James Duane, who established the settlement at Duanesburg in 1765. Duane was mayor of New York City at the time General Washington was inaugurated as President, and welcomed him to that city, then the national capital. Duane served as a Federal district judge of New York, retiring in 1794 to live at Schenectady. He died in 1797 and was buried beneath Christ Church, Duanesburg.

After his marriage, Featherstonhaugh moved to Duanesburg, where he built a mansion known as Featherstonhaugh Park, on the shore of Featherstonhaugh Lake. He was a noted geologist, enjoyed the friendship of distinguished scientists and scholars of the day, and was visited by Englishmen of culture. Thomas Cole, of Catskill, painted a portrait of him. Stephen Van Rensselaer, the owner of the Rensselaerwyck estate, was one of his closest friends. It was with Van Rensselaer that he first discussed the idea of a railroad between Albany and Schenectady and the two became collaborators in the venture. Mr. Featherstonhaugh appears to have been the actuating force behind the project at its inception. His information regarding the progress of the steam locomotive in England was kept fresh by communications and the visits of friends, and as early as 1812

he is credited with first suggesting the all-important little railroad "betwixt the Hudson and the Mohawk" rivers.

The War of 1812 made impractical any such suggestion at the time, and the success of the Erie Canal, opened in 1825, raised a hurdle afterwards. Everyone, including the legislative leaders, felt the epitome of achievement had occurred in the Erie.

Since the State had a big stake in the Erie, depending on the tolls collected during open navigation season to pay off the huge debt incurred, to ask consent of the State for a rival transportation route that would lop off its revenue was obviously heading for trouble.

Hence, the Mohawk & Hudson did not attempt much paralleling of the mighty Erie. It only suggested saving time, money and patience by cutting across the sandy "isthmus" between Albany and Schenectady, since it was well known the passage between these cities by canal was extremely tedious. It was one of Featherstonhaugh's arguments in seeking the support of the mayor of Albany that the railroad would permit transportation between there and Schenectady in three hours instead of one day!

We have noted in the chapter on the Erie Canal the 200-foot rise in elevation from the Hudson to the Schenectady level, which had to be accomplished by locks. The sharpest part of the lift was at Cohoes, but between Albany and Schenectady were twenty-seven locks in a distance of twenty-eight and one-half miles! The new railroad had to consider that hill, too, when it came into being; did not dare attempt to climb it, and so initially went to the top of the hill to run across the flat sand plain instead.

Masten, in his "History of Cohoes" (1877), points out that it took a full day to make the transit by canal between Albany and Schenectady. Spafford's canal guide of 1824-25 makes light of this part of the journey, putting it this way:

"Between Albany and Schenectady, twenty-eight and a half miles, a day is employed, there being so many locks to pass; but every person is well compensated for the time and expense of at least one trip, passing twenty-seven locks, two aqueducts and an interesting variety of natural scenery." The junction of the Erie Canal was eight and a half miles north of Albany, the Champlain Canal coming in by a feeder. There was a flight of nine Erie Canal locks rising seventy-eight feet in half a mile; three locks, opposite Cohoes Bridge rose twenty-six feet; two others rose eighteen feet; and four marble locks carried boats up thirty-two feet. It was splendid engineering

for those days, and worked well for the canal boatmen. But passengers soon tired of it.

Masten says the locks were "an object of great dislike to travelers and boatmen, whose progress was seriously impeded by them in busy seasons when boats were numerous." In order to avoid delay which would have been caused by continuing on through the locks and canal between Cohoes and Albany, stages were sent up to the upper Cohoes locks, where packet boat passengers "changed cars." The coaches went up from Albany each morning, taking westbound passengers who would board the canal boats there, returning in the evening with canal passengers who had arrived from the west during the day. At Albany the travelers enjoyed hotel accommodations unless they took the steamboat directly for New York, or stages going in various directions.

Built across the land route between Albany and Schenectady, the railroad would unite the commerce of the mighty channels of the Mohawk and the Hudson—canal boat supreme on one, steamboat supreme on the other. This, actually, had been the historic route since Indian days, since the Cohoes Falls, beautiful as they were, imposed a lordly barrier.

So Featherstonhaugh and Van Rensselaer planned the outline of their scheme. Van Rensselaer had been a commissioner of the Erie Canal and for a time its chairman. He had founded the Rensselaer School, become a leader in scientific and agricultural societies. His position in the community was one of great dignity. He could not be accused of sponsoring a slight or haphazard notion. On December 28, 1825, there appeared in the Schenectady "Cabinet" this notice of their intentions, as an advertisement:

"APPLICATION will be made to the legislature of the state of New York, at the approaching session, for an act to incorporate the Mohawk and Hudson Rail Road Company, with an exclusive grant for a term of years, for the construction of a Rail Road betwixt the Mohawk and Hudson rivers, with a capital of three hundred thousand dollars, to be increased to five hundred thousand dollars, if necessary; and to receive certain tolls on the same, as may seem fit to the legislature to grant.—Dated December 19, 1825."

The notice, unsigned, was paid for by Featherstonhaugh. So enthusiastic was the publisher of the "Cabinet" that he sent a bill for

\$1.56 for six insertions of the item to Featherstonhaugh, saying if the application was successful he could tear up the bill.

Publication of notice of such legislation was required at that time and a petition was duly filed with the Legislature by Stephen Van Rensselaer and Featherstonhaugh. Opposition arose at once from the Albany & Schenectady Turnpike Company, and others who thought their interests might be adversely affected. By March 15, 1826, Mr. Van Rensselaer wrote to his friend that he was being assailed on all sides by foes. Albanians thought the city would be ruined and trade diverted to Van Rensselaer's land south of the city limits. He appealed to Featherstonhaugh to help him out of the difficulty.

Nevertheless, he continued his efforts with the Legislature (Mr. Van Rensselaer was a Congressman at the time), and the Assembly passed the railroad's charter by a vote of ninety-nine to eight. It became a law on April 17, 1826, the State's pioneer act in the creation of railroads. The act authorized Van Rensselaer and Featherstonhaugh "with such other persons as shall associate with them for that purpose" to become "a body politic and corporate by the name of The Mohawk and Hudson Rail Road Company for the purpose of constructing a single or double rail road or way betwixt the Mohawk and Hudson Rivers." The capital of \$300,000 could be expanded to \$500,000 and the road had to be built within six years. Van Rensselaer and Featherstonhaugh were the only two directors named in the measure.

The part played by the "old patroon" beyond aiding the incorporation was a minor one. He was elected the first president, holding the position until 1832, and had the honor of turning the first earth for the construction with a silver spade near Schenectady, exact date and place of which are uncertain. The road had established its ability to operate by the time he stepped out of office. Originally Van Rensselaer subscribed for one hundred shares of the stock at ten thousand dollars, but in 1828 notified his associate that he had disposed of a greater part of it. Records indicate he held twenty-four shares in May, 1830. He indicated no lack of faith in the enterprise, but told a friend, if well managed, the road should be profitable.

One of the retarding factors was a recapture clause in the charter which permitted the Legislature to buy up the railroad within five years from completion on payment of the original investment minus

amount of tolls collected. This acted as a deterrent in the attraction of capital, and no construction was attempted. Featherstonhaugh, as vice-president of Mohawk & Hudson, made a trip to England in 1826 and wrote to General Sill, in the Assembly, asking the repeal of this provision and another section of the charter which made the stockholders and directors jointly and personally responsible for any debts contracted by the corporation.

In this letter, Featherstonhaugh wrote that he had made the trip to England at his own expense to get more information regarding railroad construction and expressed the hope they could build a better railroad than any in existence. He said he had no mercenary views in originating the project, but was satisfied to do what he knew would eventually be "a blessing" to the country.

The letter is cited in Stevens' "The Beginnings of the New York Central Railroad" (1926), with some other correspondence. Repeals of the objectionable sections were voted the spring of 1828. Peter Fleming, retained as chief engineer, in July, 1826, estimated \$343,425 for the construction of twenty miles of road, allowing for purchase of eighty-two tons of iron rails at sixty-five dollars a ton. In 1829, Fleming revised the estimate to \$275,366 for a little over sixteen miles of construction. Bids were advertised in February, 1829, by Featherstonhaugh, but in July the Duaneburg leader resigned, and in November sold his 601 shares to the company, ending his connection with the enterprise. The road as it turned out had a length of 15.873 miles, including 12.5 miles of main line across the sands, with inclined cable railroads, or planes, at each end to reach the Hudson and the Mohawk shores. The road cost \$600,000, about \$40,000 a mile.

A series of untimely events changed the world for Mr. Featherstonhaugh. In March, 1825, two of his daughters died. In June, 1828, soon after their return from Europe, his wife died. A year later his mansion and its contents were destroyed by fire. The tragedies greatly affected him and he left the Mohawk Valley to make his residence in Philadelphia. He cut all bridges behind him. Turning to an entirely new set of interests, he went exploring in Mexico, published a journal of geology and natural science and, in 1839, returned to England. In the next few years in an official capacity he helped to settle the Northwestern boundary with Canada. Afterward he was made British Consul at Havre, and there he died in 1866. His estate at Duaneburg became a familiar landmark. Duane Mansion, built in 1810 by Catherine Livingston Duane, younger daughter of Judge Duane, descended to her nephew, James D. Featherstonhaugh.

The departure of the pioneer from the railroad enterprise led to appointment of an executive committee which took charge of the construction. In 1830, John B. Jervis was retained as engineer. Members of the executive committee were John Jacob Astor, Lynde Catlin and James Renwick, all of New York City. Churchill C. Cambreling, a Representative in Congress, was elected to the board in place of Featherstonhaugh and was named a commissioner to supervise the actual operations. John I. DeGraff, Schenectady, Cambreling and Renwick were appointed to select a proper location for the railroad.

Ground was broken in the summer of 1830 by Mr. Van Rensselaer, and the work was on. The main locomotive track, starting from a point near the intersection of Madison and Western avenues in Albany, continued northeasterly over the sand plains to the brow of the Crane Street, Schenectady Hill, which came to be known as Engine Hill. From there the inclined road descended to Mill Street. At Albany the incline extended to Gansevoort Street at the Hudson River.

Thus, the original plan for the railroad, though it was to connect the rivers, called for placing the tracks on the sand plateau above the two cities. West of the Hudson from Albany the land rises 185 feet in a distance of a mile and a quarter. No railroad could attempt to go up such a hill from the Hudson tidewater. Even the low level pass by way of Patroon Creek Gorge or Tivoli Hollow at the north end of Albany seems to have been regarded as too difficult for a locomotive then, although this was the route adopted in 1844, and which has been used ever since, known to railroad men as the West Albany Cut.

At either end of the plateau, on the long inclined planes, cars were hauled up and lowered with the aid of cables and stationary engines to reach the river termini. A car weighted with stone descended as the other went up. At the Albany end the incline was about three thousand one hundred feet long, extending from Western and Madison avenues southeasterly across Delaware Avenue, in the vicinity of present Hackett Junior High School, thence through present Lincoln Park to Gansevoort Street, where the first railroad station was built.

Passengers arriving by steamer or stage were taken to the Madison and Western junction by this route or stagecoach, boarding the locomotive train at that point. At the Schenectady end the incline was sharper, having a length of about two thousand feet. Here also an elaborate inclined cable railroad was built, with double tracks for ascending and descending cars. The railroad station on Crane Street

was a modest one-story affair of brick with a small piazza. It stood until 1921.

The main line of the road was double tracked from the beginning and employed horse-drawn cars as well as steam-drawn in the initial period. The first track, intended to be a "permanent" structure, consisted of stone block ties set in crushed stone, upon which were placed wooden rails or stringers twenty-four feet long, six inches wide and six inches high, of white pine. The stringers were fastened down with angle irons and spikes. On the stringers were bolted rails of wrought iron made in Staffordshire, England. The strap iron rails were about two inches wide and less than an inch thick, weighing, it is said, twenty-one tons to a mile.

Between the tracks was made a footpath for horses, which hauled the cars when there was any mechanical failure, or more motive power was required. The stone block ties were found impractical as being too rigid and were discarded in favor of the more elastic wooden cross ties such as are used today. Numerous other improvements were adopted in the next few years, one of the most notable being the bogie type of forward truck. This truck is connected by a king-bolt with the main part of the engine, allowing the forward part of the engine to swing freely around curves. Mr. Jervis, the chief engineer of the Mohawk & Hudson, is the accredited inventor of this important design, which came to be universally used. He introduced it on the Mohawk & Hudson in 1833.

The cars themselves were of striking interest, having been constructed by James Goold & Company, of Albany. Since no one had built passenger railway cars before in this part of the country, at least, the railroad designer merely asked for a stagecoach body on wheels. Goold obliged, and the company still proudly possesses the original order for the vehicles. Goold was a leading carriage and coach maker of the State, afterward made omnibuses for South America.

Although many of the early locomotives used on American lines were of British manufacture, the "DeWitt Clinton," first to go into service on the Mohawk & Hudson was constructed in the spring and early summer of 1831 at the West Point Foundry, foot of Beach Street, New York City, on order of Chief Engineer Jervis. The designer was a man named Hall, of whom no detailed record exists. The West Point Foundry had built two previous locomotives for the Charleston & Hamburg Railroad in South Carolina. One of these was the "Best Friend of Charleston," which was operated in January,

1831, hauling four cars at thirty miles an hour. It blew up that June after a Negro fireman, annoyed by the escaping steam, sat on the safety valve. Strangely, the Negro was not killed, nor was anyone else. The "Best Friend" is considered the first regularly operated American-built locomotive.

The "DeWitt Clinton" was shipped to Albany by water in charge of David Matthew, who was the railroad's first engineer. It weighed 6,758½ pounds, was eleven feet six inches long, had wheels four feet six inches in diameter. It had two cylinders of five and one-half inches diameter with sixteen-inch stroke, and developed about ten horsepower. The piston drive was connected with the front wheel axle. The longitudinal boiler had two doors for firing. The smoke-stack (which had no spark arrester) was too large, and the draft on the boiler furnace was none too good. There was none of the conventional equipment of a locomotive of today, such as a headlight, bell, or cab. The engineer stood on an exposed platform in the rear of the boiler. There was barely room for the fireman to reach past him to throw fuel into the furnace. But the engine worked! It readily paced off the fifteen miles an hour expected of it, and fired with pine knots actually stepped off thirty miles an hour a part of the way.

The first use of the road by the public was on August 9, 1831, when an exhibition run was staged. The best description of the maiden journey, a choice bit of Americana, was written by William H. Brown, silhouette artist, who made the trip and made a silhouette of the train which has much historic significance. Brown wrote in his book, "History of the First Locomotives in America":

"On this first excursion, on the 9th day of August, 1831, as no such officer as conductor had been required upon the road, where hitherto no connected train of cars had been run but where each driver officiated as collector of fares, Mr. John T. Clark, as the first passenger conductor in the North, stepping from platform to platform outside the cars, collected the tickets, which had been sold at hotels and other places through the city. When he finished his tour, he mounted upon the tender attached to the engine and sitting upon the little buggy-seat, gave the signal with a tin horn and the train started on its way.

"But how shall we describe that start, my readers? It was not that quiet imperceptible motion which characterizes the first impulsive movements of the passenger engines of the

present day. Not so. There came a sudden jerk, that bounded the sitters from their places, to the great detriment of their high-top fashionable beavers, from the close proximity to the roofs of the cars. . . . ”



New York Power and Light Plant, Amsterdam

It appeared no one had thought of the concussion of the cars when a stop was made for water, and after the second experience of this sort, passengers piled out and seized fence rails which they wedged between the cars for bracing. The approach of the engine thoroughly frightened horses of the farm folk assembled along the right-of-way to watch the experiment and view the “singular looking machine.” After much tumbling about, getting minor bumps and having numerous holes burned in fancy parasols, hats and coats, by the fiery brands from the engine “chimney,” they arrived at Schenectady, where thousands had gathered at the head of the inclined plane voicing a loud, enthusiastic welcome. A lavish dinner was served before the return trip, which was accomplished without accident or delay. Besides Clark, the conductor, the operating personnel included David Mathew, engineer, and John Jampson, fireman. The “DeWitt Clinton” drew three coaches. Round trip running time was about two hours. The whole event had been quite amazing. In spite of the discomforts, there was something remarkably easy and fascinating about

this contrivance that glided so smoothly and swiftly over the rails. One of the passengers, Erastus Corning, of Albany, was destined to play an important rôle in the company's affairs.

A current bit of reporting as contained in the Albany "Argus" two days later read:

"On Monday, Aug. 9, 1831, the 'DeWitt Clinton' attached to a train of cars passed over the road from plane to plane to the delight of a large crowd assembled to witness the performance. The engine performed the entire route in less than hour, including stoppages, and on a great part of the route its speed was at the rate of 30 miles per hour."

Word spread of the exciting new enterprise. Against the speed of two to four miles an hour on the canal and fifteen to twenty miles an hour on the steamboats, the "DeWitt Clinton's" sprightly dash at thirty miles an hour was no less than epochal. Not all were enthusiastic, S. DeWitt Bloodgood writing in November that the railroad was carrying passengers by locomotives "whose powers are not yet conclusively tested." Ten days after the first trip, however, the Albany "Advertiser" commented: "The travel amounts to 3 and 4 hundred persons a day and is as yet only commenced." The fare between Albany and Schenectady was fifty cents or seventy-five cents if stages were taken at either end, to avoid the inclined planes. Trains left Albany at 10:00 A. M. and 4:30 P. M., and from Schenectady at 8:00 A. M. and 2:00 P. M.

The iron horse gave another public entertainment on September twenty-fourth, this time for the dignitaries of State. Present as guests were Governor Enos T. Throop, of Auburn, a native of Johnstown; Lieutenant-Governor Edward P. Livingston, of Columbia County; many judges, the New York City Common Council and others of note.

There were ten coaches used, the "DeWitt Clinton" drawing three and horses pulling seven others singly. The strangely mixed cavalcade, represented by the ultra-modern engine and the ancient and familiar animal power, set off amid much gay excitement arousing the curiosity of the countryside all the way from the capital to the Mohawk River shore. The race—if it could be called that—was won handily by the iron horse. The train under the force of its steam made the run from plane to plane in forty-six minutes. The party were taken to the Davis Hotel, Schenectady, for dinner, where beverages and oratory flowed in good measure.

Governor Throop's toast, as the first to extend official compliments to the new road, was: "The Mohawk Railroad! Its successful execution has given us practical evidence of the foresight of those who embarked in this enterprise."

To which Churchill Cambreling, commissioner of the Mohawk & Hudson, prophetically responded, raising his glass:

"The Buffalo Railroad! May we soon breakfast at Utica, dine at Rochester and sup with our friends on Lake Erie."

This may have been a bit staggering to the imagination of some of those present. It was one thing to speed across the flat sand dunes between Albany and Schenectady. To reach Buffalo with rails? Men remembered how difficult had been the building of the Erie Canal through those western morasses. But skeptical or not, this is what was accomplished a decade later.

Mr. Cambreling, on his part, revealed the larger idea that had already swept over the railroad builders. They had encountered many obstacles in developing a practical fifteen-mile railroad. Why stop there? Why not, indeed, head for the setting sun? What DeWitt Clinton's ditch diggers had done would surely not be impossible for men who could lay rails and build grades, culverts and bridges. On August twentieth, as president of the new Saratoga & Schenectady Railroad, Cambreling had broken ground with customary ceremony at Saratoga Springs for the rail line that was to run between there and Schenectady. This was the second railroad in the State, chartered February 16, 1831. It tapped a farming country that brought business into the ancient dorp and to the line of the Mohawk & Hudson. Many people had heard of Saratoga as a resort, and now that transportation was opened, crowded aboard the trains to get there. One step led to another. When the Saratoga & Schenectady subscription books were opened in the spring of 1831, while the M. & H. was still being completed, Albany people bought \$124,000 worth of the stock, and in New York City there was an over-subscription. The road went into service July 2, 1833, the train making the trip in an hour and a half. Not all this had happened when Cambreling made his Buffalo boast, but his speech revealed that the iron horse did not intend to halt on the left bank of the Mohawk, canal or no canal.

A description of the Mohawk & Hudson excursion on September twenty-fourth, contained in the Albany "Argus" of September 26, 1831, said:

"On Saturday, September 24, a numerous company, at the request of the president and directors of the Mohawk and Hudson Railroad Company, enjoyed a very gratifying ride upon the road. The party did not leave the head of Lydius Street (Madison Avenue) until nearly twelve o'clock. They then started with a train of ten cars, three drawn by the American locomotive 'DeWitt Clinton' and seven by a single horse each. The appearance of this fine cavalcade, if it may be so called, was highly imposing. The trip was performed by the locomotive in forty-six minutes and by the cars drawn by horses in about an hour and a quarter. . . .

"After dinner, the company repaired to the head of the plane and resumed their seats for the return to Albany. It was an imposing spectacle. It was a practical illustration of the great preference of this mode of travel and conveyance. The American locomotive started with a train of five cars, containing nineteen or twenty persons each, besides the tender, and never did 'Brother Jonathan' as it was familiarly called, perform the trip in more beautiful style. It came down with its train in thirty-eight minutes, being at the rate of nineteen miles an hour; the last six miles were performed in fourteen minutes. The cavalcade with horses came down in sixty-eight minutes."

By which it was evident the faithful animals of the turnpikes were no competitors of their new rival. Such was the beginning of the Mohawk & Hudson, and of railroading in New York State, now grown to such stupendous proportions.

The early days of the Mohawk & Hudson were not easy. The requirement that it could charge no higher fares or tolls than the Erie Canal rates, although the Erie shut down in winter time, did not enable it to produce large earnings. The necessary experimentation with trackbed, engines, passenger cars, and the route operated, all proved costly. At times the company had to borrow money from the city of Albany and the State, but each time it was able to repay the loans on schedule. The first full year of operation produced \$51,675 of revenue, all from passenger traffic; but expenses were only \$27,309. It ordered other engines, including "John Bull," "Brother Jonathan," the "Mohawk and Hudson," "Brother Jonathan" being of West Point Foundry make—the first one to have the bogie truck. A new

kind of car was used in 1832, described in the Schenectady "Whig" as "very beautiful and convenient."

"These carriages (built in Schenectady) [said the article] are of a square form, fifteen feet long with the separate compartments and will contain eighteen persons with ease. We consider them a great improvement upon the kind heretofore used—as passengers at the same time they have more room will be protected from the smoke and coals of the engine. One of these carriages bears the name of our new sister city, Utica—a compliment which the citizens of that place will undoubtedly return by a frequent resort to its soft cushions and panelled walls, and thus find themselves in 'Utica' although an hundred miles from home."

In 1832 a horse operated line was built from the railroad junction on Western Turnpike in Albany down State Street past the Capitol to Eagle Street. At 111 State Street, near the corner of Eagle, was built a waiting room and stable. The building was used as a passenger station until 1841, when the State Street line was removed and a new passenger terminal built at South Ferry Street on the riverfront. In 1844 occurred the abandonment of the inclined cable railways at both ends of the Mohawk & Hudson. The main line was shifted to enter both cities by valley routes, that in Albany passing down Patroon Creek ravine or West Albany cut, with a station at Maiden Lane. The Schenectady station was then located on State Street, a site used ever since as a passenger terminal. The road was renamed the Albany & Schenectady in 1847. No dividends were paid from 1840 until 1848, when seven per cent. was paid. This was increased in 1852 to eight per cent., at which time the stock was commanding a premium. In seven years, 1832-39, the road took in \$692,800, eighty per cent. of which was from passengers.

The Mohawk & Hudson was under less restraint than some of the roads that followed. It was double tracked from the beginning, an important advantage. It was not forbidden to carry freight, though it does not seem to have been offered any before 1833, when nine hundred tons were handled. The directors found that, in 1832, one hundred and fifty-four thousand tons of freight were carried by Erie Canal between Albany and Schenectady, on which \$125,000 in tolls had been paid. Most of it came from the West. Erastus Corning became a director of the M. & H. that year. A keen business man

and iron manufacturer, he "smelled" a large volume of trade for the railroad if they entered the freight business in earnest.

At the moment, there was little the M. & H. could do about that. With the Saratoga & Schenectady, it reached a farm community, but there was little tonnage to move from it. However, new factors were in the making. The Utica & Schenectady, first road built west of Schenectady, was chartered by the Legislature April 29, 1833. When the stock was sold, twenty thousand shares were offered in various cities, such as Albany, Schenectady, Utica and New York, and were snapped up eagerly. At the first meeting of stockholders in Congress Hall, Albany, August 17, 1833, directors were named, who elected Erastus Corning, of Albany, president; Alfred Munson vice-president; James Porter secretary; and Gideon Hawley treasurer. Among the directors were: Nathaniel S. Benton, Little Falls; Tobias A. Stoutenburgh, Johnstown; and Alonzo C. Paige, Schenectady.

This marked Mr. Corning's début as a railroad president, a distinction he was long to hold. He remained head of the Utica & Schenectady during its entire existence, which was until 1853, when Corning effected the grand merger of seven main companies and three smaller ones to form the New York Central.

The Utica & Schenectady followed the north shore of the Mohawk from Schenectady to avoid the risk of encroaching on the Erie Canal. The latter, to save itself from the river's current, was dug along the south bank of the Mohawk, not going into the stream itself, as the Barge Canal does today. In taking this course, the Utica & Schenectady threw development to the north bank for the distance of seventy-eight miles. The Erie Canal already had spurred growth of the towns along the south bank. Now those on the north shore had their opportunity. Somewhat annoyed, the south side communities began putting new bridges over the Mohawk to establish direct connections with the rails.

For this reason, travelers along the valley now find such combinations of "twin communities" as Tribes Hill and Fort Hunter; Fonda and Fultonville; Palatine Bridge and Canajoharie; Nelliston and Fort Plain; Herkimer and Mohawk. Modern travelers can visit them all by crossing the valley in zigzag fashion from north shore highway over bridges to south shore and back again, gaining much diversity of interest thereby. The rail route benefited particularly Amsterdam, Little Falls and Herkimer, where streams come down precipitously from the northern hillsides furnishing plentitude of

water power. The rails came close to that power, so that mills on these streams found they had a world of transportation by rail at their door, as they already had the smooth and effective Erie Canal. The turnpikes sickened and passed away under this new avalanche of transport, and were grass-grown for seventy-five years until the horseless carriage aroused them from slumber. But the services available by water and rail to manufacturers in the ninety miles between Utica and Albany gave wings to industrial development, and today the Mohawk Valley is one of the most highly skilled and diversified manufacturing areas in the land.

So here, parallel to each other, rail and water began rivalry on an inland route. The water line had to close yearly when winter set in. The rail could keep going in all kinds of weather, although not at first. This enabled the rail to grow faster, longer and larger, until it put down four tracks on the Mohawk shore and two more on the south shore years later, and added many yard tracks besides. Then the canal, after falling far behind in the race, was rebuilt on a grander scale, adopted open navigation with the aid of system of electrically operated locks and movable dams that formed pools and took away the rifts which caused the pioneers such hardships. The end of the race is not yet. The two—canal and rail—still supplement each other, and each has been able to show a commendable tonnage rise over the years. It is notable that eighty per cent. of the State's population is found along the Hudson and Mohawk valleys.

America has scarcely anywhere a more picturesque transportation than this. Here the trains come hooting and echoing around the hill-sides at breakneck pace, tossing great plumes of smoke that trail far behind. Here, in season, sturdy canal boats in tows or in trim self-propelled units push gentle waves on the river's surface, entering locks that operate electrically and magically lift them to new levels, like giant elevators. A strange voyage it is for ships that start from tidewater to rise and descend many hundred feet in climbing finally to Lake Erie, 565 feet above the Hudson!

But this is anticipation. The wonder was, public policy being devoted to liquidation of the Erie Canal debt, that the Utica & Schenectady was chartered at all. When the directors settled down to business, they put the road through in a comparatively short time, considering that it had to blast its way around promontories, as at Kinquariones, near Hoffmans, to find a right-of-way above the river edge. It was opened with an excursion August 1, 1836, when a large party left Albany on a train pulled by the "DeWitt Clinton." This

was new glory for the "granddaddy" of New York State engines. For the first time, it passed the top of Crane Street hill, Schenectady, was lowered by the inclined plane to the tracks of the new railroad. It moved across the Mohawk River wooden bridge and continued on new rails up the north shore, making an unchallenged trip through territory that was once contested every inch of the way by foes of the colonists and patriots. Past Guy Manor, past Fort Johnson, where Sir William Johnson had reigned in such splendor; past Tribes Hill, where the Mohawks had huddled together after that terrible French raid; past Palatine Church and Herkimer to Utica, near which the first post-Revolution settlement was made. Here, indeed, was triumph of a matchless sort, a pioneer run by a magical invention of iron and steam that abridged space and time and gave rise to newness of enterprise. The iron horse made its run up the Mohawk Valley within fifty-five years of the freeing of America in the Revolution, through territory that for over 150 years had been a major battleground.

The excursionists of August 1, 1836, joined by many at Schenectady, traveled up the valley in two trains of ten cars each, reaching Utica safely, where there was a fitting celebration. All along the way the passage excited the same sort of interest that had greeted the Mohawk & Hudson five years earlier. On the down trip, three hundred passengers paid fares, and the trains, overburdened, averaged only twelve miles an hour. A short time later they were doing twenty miles an hour or better.

For the railroad directors, however, the job ahead was difficult. Their charter had authorized capital of \$2,000,000. But it had granted a corporate existence of only fifty years, permitted the company to charge passengers four cents a mile, specified that at least one of its directors should come from each county through which the road passed. The road had to pay the Mohawk Turnpike Company \$22.50 a share for its stock, since the stage route was considered to be damaged, and it was provided "no property of any description except the ordinary baggage of passengers shall be transported or carried on said road."

Here a railroad was specifically enjoined from carrying freight! This situation lasted down to 1851, when the freight prohibition against this and other railroads was withdrawn entirely. But, in 1847, the Legislature had voted a modification, due to practical conditions affecting public convenience as well as the desire of the Post Office Department to have the mails carried. The 1847 Act required

all railroads within thirty miles of the Erie Canal to pay to the State the same toll per mile for freight carried as the canal would have earned for the same service.

Palatine Bridge is the accredited beginning place of freight traffic on the Utica & Schenectady. A German family, in 1836, wishing to move from Palatine Bridge to Schenectady after the Erie Canal closed, asked the railroad to ship the goods on a car. It is said the conductor accepted the shipment, charging the family \$14.00, in spite of the legislative fiat. The next year, however, the Legislature revised the provision to permit the U. & S. to carry personal baggage, but without charge for any extra amounts. In 1844 this was further modified to permit transport of goods and chattels after the close of canal navigation each year, on which the railroad had to pay tolls to the State at the rates charged on the canal. In 1851 the State abolished the restraint against freight haul, both summer and winter, with the result that rail traffic began to mount rapidly toward its modern proportions.

In the first month of operation, the Utica & Schenectady took in \$43,691 in passenger fares, and the line continued to prosper. Watering places for the engines and barns for the company's horses were established at Hoffmans Ferry, Sprakers Tavern, St. Johnsville and between Little Falls and Utica. The road cost \$1,500,000 to build and was double tracked early in its history. A part of the way it traveled on the old King's Highway.

Other lines were built west, principally the Syracuse & Utica, completed in 1839; Auburn & Syracuse, 1838; Auburn & Rochester, 1841; Tonawanda, 1837; and Attica & Buffalo, 1842; which were opened and in operation independently and separately. In 1841 a line had been opened from Boston to Albany so that in 1842 there was in existence rail travel five hundred miles in length, from Boston Harbor to Lake Erie. A ferry trip at Albany and a hack journey across Rochester were the chief breaks in the continuity, and the lines were of varying type of service and schedule, but allowing for these mild handicaps, people could make the trip at a great saving of time over the canal.

The significance of this soon became apparent. Other states, such as Pennsylvania and Maryland, were still struggling to push railroads through the mountains, but in 1845 they were still on the eastern side of the steep Alleghany ranges. As in the case of the Erie Canal, New York had again been the first to reach the Great Lakes with an improved transportation service! The achievement was reflected in

a new burst of travel. By 1843 the seven separate roads took in \$925,000, of which \$590,000 was in passenger and \$190,000 in freight revenue. They decided to seek unified operation and sent delegates to a convention at Albany. On January thirty-first, at this session, twenty-three delegates adopted a resolve that it was "expedient" to adopt through schedules for two trains daily between Buf-



Albany—View Up State Street Hill to Capitol

falo and the Hudson River. They estimated the one-way trip could be made in twenty-five hours and worked up a time table which called for departures from Albany and Troy at 6:00 A. M. and 7:00 P. M., Schenectady at 8:00 A. M. and 9 P. M., and Buffalo 6:00 A. M. and 4:00 P. M. The average speed allowed was about fourteen miles an hour. During the winter, trains were to run from Albany to Auburn, with an overnight stop there, two days allowed for the journey. This through service was begun while trains were still being run on iron strap rails fastened to wooden stringers. After the seasonal close of the Erie Canal an immigrant train was run daily at lower than

regular rates. At this time immigrants were reaching Buffalo at the rate of one thousand five hundred a day.

The next step was the direct result of the breaking through of rival railroads to the Great Lakes. The New York & Erie Railroad, in which Daniel Drew was interested, reached Dunkirk from Piermont in 1851. The Pennsylvania Railroad crossed the mountains to Pittsburgh in 1852. The Baltimore & Ohio was then pushing on to Wheeling, West Virginia.

Corning, head of the Utica & Schenectady, saw the time had arrived for haphazard operation between Albany and Buffalo to cease. With the aid of John V. L. Pruyn, of Albany, secretary of the road and a noted lawyer, he laid plans for a complete unification of the scattered lines. An Act was passed April 2, 1853, authorizing the consolidation of the seven original roads plus the Schenectady & Troy, Rochester & Syracuse, Rochester, Lockport & Niagara Falls, Buffalo & Rochester and the Mohawk Valley (a line that was never built). The main line was to be 297.75 miles long, including the Schenectady & Troy, so there were two termini on the Hudson. Mr. Pruyn drew the agreement which was approved by the stockholders, and on July 6, 1853, at Albany, directors were elected for the new road—to be known as the New York Central.

It had 124 locomotives and a combined capital of \$23,000,000, which made it the largest corporation in America! People had heard little about millions of dollars then. Many were shocked. For a long time the critical showered aspersions upon the corporation that had been formed, simply because of its size. And up-Staters had formed it! The directors were a notable group and on the whole the company received well wishes. On the original board were: Mr. Corning, Mr. Pruyn and Ezekiel C. McIntosh from Albany; Russell Sage, of Troy; Alonzo C. Paige, Schenectady; David Wager, Utica; Horace White and John Wilkinson, Syracuse; John H. Chedell, Auburn; Henry B. Gibson, Canandaigua; Joseph Field and Azariah Boody, Rochester; and Dean Richmond, Buffalo. On the day following they elected Corning president, Dean Richmond vice-president; and Mr. Pruyn secretary and treasurer. The Albany office became the headquarters. The board's first move was to vote the double tracking of the section between Syracuse and Buffalo.

The unification of the roads was hailed with a grand excursion even before the final arrangements were complete. On June 4, 1853, a party was made up of State legislators and their friends. In six coaches drawn by two wood-burning locomotives, they left from the

Delavan House adjoining the railroad station in Albany for Niagara Falls, joined by editors and guests from New York City, who came up by steamboat. The excursion train was given right of way over the line and an average speed of forty miles an hour was attained. The return journey was made in seven hours forty-four minutes, covering a part of the way between Utica and Syracuse at seventy miles an hour! A good many of the guests thought this a bit too fast and some of the editors wrote adversely about it. But from that day on the roar of trains up and down the valley has never ceased. The consolidation marked a definite turning point in the State's economic life.

Meantime, much had been happening in the Hudson River sector. The success of the Mohawk & Hudson had stirred many communities to a fever of activity such as the Erie Canal had caused only six years before. Confidently schemes were proposed that would defy even modern engineering. Catskill, thoroughly imbued with the glowing possibilities, obtained a charter, in 1828, for a road which was to cross the four thousand-foot high Catskill mountain ranges to Ithaca. It was never built, but a line was begun for the Catskill & Canajoharie Railroad in 1831. It was built as far as Cooksburg, twenty-six miles, but found the going beyond that point too difficult. Farmers generally opposed the line, since it cut through their good land. Ground was broken by Thomas B. Cooke, president of the Catskill Bank, assisted by Orrin Day, of the Tanners Bank, and others.

The story is told that the gaiety of the initial ceremonies was marred when the engineers laying out the line encountered some of their Dutch neighbors whose land they intended to cross and met with stubborn resistance. A right-of-way was finally obtained, but the going was hard and much blasting of rock along the ravines was required. After four years' effort the line reached Cooksburg, twenty-six miles away, and \$400,000 had been spent.

And that was as far as it ever went. Governor William C. Bouck, Schoharie's farm-Governor, mentioned the road in his message to the Legislature in 1843 as having had a State loan of \$200,000. Other State loans included \$800,000 to the Delaware & Hudson Canal Company; \$3,000,000 to the New York & Erie; \$150,000 to the Hudson & Berkshire; \$100,000 to the Schenectady & Albany and others, including some to the Mohawk & Hudson, totaling in all over five million dollars. Governor Bouck reported that the New York & Erie and the Catskill & Canajoharie had failed to pay the interest

on their loans and the latter had been sold at auction. He expressed the hope the Catskill road could be completed, saying that another hundred thousand dollars would bring it eleven miles farther to the Vly Summit of the Schoharie Valley. His comment was referred to in the famous "sauerkraut" message written by one of his constituents. Roscoe, in his "History of Schoharie County," asserts that the stock of the Catskill & Canajoharie was bought up by Albany interests who feared the effect of the cut-off upon rail traffic from the west, and let the project die aborning.

However this may have been, the road had trouble repairing its locomotive, which when disabled had to be hauled out of the mountains and shipped by boat to a New Jersey foundry; and brought back the same way, which was an added expense. Horse cars were substituted on the road in its absence. The line finally suspended and was sold for \$11,000 to the Catskill Bank. The rails and tracks were taken up, thus making a complete exit. The Catskill Mountain Railroad was built in 1882 to South Cairo and Palenville, which in turn was abandoned in 1918. Coxsackie and Athens were other early proponents of roads, one of which materialized as the Saratoga & Hudson River Railroad in 1866, built by the New York Central, in what was a pre-vision of the modern Castleton cut-off.

The Saratoga & Hudson River ran between Schenectady and Athens, designed to relieve the West Albany cut of some of its freight traffic by taking it off the Hudson River steamers at Athens and running to the Mohawk, at Schenectady, by-passing Albany. Subsequently a bridge was proposed from Athens to Hudson to carry the freight to the east side of the river, but the plan never materialized. It was only in 1924 that the high-level bridge over the Hudson was built just south of Castleton crossing to huge classification yards at Selkirk, whence traffic is speeded on to the West without the arduous grade haul through the West Albany ravine. The Central made full preparations for the use of the Schenectady and Athens route, and built a row of brick houses in Athens. In 1883, when the West Shore was being built, the Central leased the "White Elephant" line, as it was called, to the West Shore for a term of 475 years.

On the east side of the Hudson there had been a dramatic railroad development. Boston, two hundred miles east across the Berkshires, was the first to glimpse the importance of the Mohawk & Hudson in affecting commercial progress. A decade ahead of New York City, it began pushing a rail line toward the Hudson. The pioneer line was the Boston & Worcester, incorporated in 1831; changed to the West-

ern Railroad in 1833, becoming the Boston & Albany in 1867. After the road reached Springfield there was a debate whether it would cross the Berkshires through Pittsfield or Stockbridge, and Pittsfield won. This furnished a signal for cities on the Hudson River to make connections with it *via* Canaan, West Stockbridge and the Massachusetts State line.

At Hudson a group of leaders formed the Hudson & Berkshire, intending to bring the Boston railroad to their seaport town. The idea originally seems to have been to build a road using horses over the steep mountain grades. The road was of light construction, later replaced with heavier material. It was begun sooner than the Castleton & West Stockbridge, chartered in April, 1830, and progressed faster. The Castleton & West Stockbridge was supported by the city of Albany, which at different times issued bonds totaling \$1,000,000 to aid its construction. The Hudson road was built through Claverack, Mellenville and Ghent to Chatham Four Corners and thence eastward. The Albany & West Stockbridge, as the road was renamed, had twenty-two miles of track under contract in 1840 between East Greenbush and Chatham Four Corners. From Chatham it temporarily used the tracks of the Hudson & Berkshire, but a new line was adopted to Pittsfield with a six hundred-foot tunnel east of Chatham. This became a part of the Albany & West Stockbridge, the Hudson company abandoning its line east of Chatham, but retaining the rest of the line, which has continued in use. Through service between Boston and Albany began December 27, 1841. In honor of the occasion, Boston officials rode over the route to celebrate at a dinner in Albany, and Albanians returning the courtesy, rode with them back to Boston the next day. Sperm candles made in Albany by Mr. Penniman in the morning were burned in Faneuil Hall that night! A great eastern mountain barrier had been passed and distance annihilated for two hundred miles. Not for another ten years would there be rail connections to Albany from New York City. The Western Vermont, later the Rutland, connected with Chatham on the north. In 1900 the Boston & Albany was leased to the New York Central.

Troy, too, was in the throes of a railroad expansion. Seeing the advantage accruing to Albany from the Mohawk & Hudson Railroad, Trojans formed the Rensselaer & Saratoga, under charter of August 14, 1832. The road built the first railroad bridge over the Hudson. It was capitalized at \$300,000. Among the leaders in the movement were Richard P. Hart, former stagecoach operator, whose

business had been eliminated by the Champlain Canal, and Stephen Warren, iron merchant. Albany may have been napping when the Troy charter was passed, permitting the construction of a bridge over the Hudson and others over the Mohawk. For years Albany had been seeking a bridge itself without success; or the Capital City may have felt it wiser to let Troy get a bridge first to improve its own application to the Legislature. The cities long were engaged in commercial rivalry.

Troy busily set out upon its railroad career, building the four bridges and opening the line October 6, 1835. The railroad left the city from Federal Street on a bridge to Green Island to Waterford, crossing three sprouts of the Mohawk River, thence through Waterford along the west bank of the Hudson to Mechanicville and west to Ballston Spa. During the gala celebration, railroad cars rolled above the Hudson flow for the first time!

Crossing the bridge, however, the cars were pulled by horses, the locomotive waiting at Green Island to pick them up. In those days of wooden trestles, bridges were saved as much strain as possible. The passenger cars used on the route were made in Troy by Gilbert, Veazie & Eaton, Troy's famous coach builders. Freeman Hunt, a traveler of 1836, left a description of them after a trip to Saratoga, with which connection had then been made.

"There are twenty-four cars belonging to the company [he wrote] at once spacious, elegant and convenient. They are twenty-four feet in length by eight in breadth and sufficiently high for the passengers to stand erect, the whole divided into three apartments; the seats of which are cushioned and backed with crimson morocco, trimmed with coach lace; each apartment is surrounded by movable panels, thus affording the comforts and facilities of either a close or open carriage, to suit the convenience of the passengers. The outside of the cars is painted of a beautiful fawn colour, with buff shading, painted in 'picture panels,' with rose, pink and gold borders, and deep lake shading, the small mouldings of delicate stripes of vermilion and opaque black.

"Within the panels are 'transferred' some of the most splendid productions of the ancient and modern masters among which are copies from 'Leonardo da Vinci,' 'Horace Vernet,' 'David' (the celebrated painter to Napoleon), 'Stuart' and many more of the modern school. The whole number of sub-

jects of the twenty-four cars cannot fall short of two hundred as each car averages from six to ten subjects; among which may be enumerated several copies from the antique, Napoleon crossing the Alps, the two splendid scenes in Byron's Mazeppa, portraits of most of the distinguished men of our own country among whom Washington stands conspicuous . . . the wounded tiger, the avalanche, portraits of distinguished women, views of several of our popular steamboats, the railroad bridge near Philadelphia, and several views of the south. The 'tout ensemble' is more like a movable gallery of the fine arts than like a train of railroad cars. . . . Connected with the cars are two beautiful locomotives called the Erie and the Champlain."

Hunt predicted the route would become the most fashionable one serving the fast growing spa at Saratoga. He described the railroad bridge over the Hudson as 1,512 feet long, thirty-four feet wide, floors of plank and roof shingled, with thirty-two skylights. The bridge rested on stone abutments and piers. The other bridges included one from Green Island to Van Schaick Island, 482 feet long; one from Van Schaick to Haver Island, 202 feet long; and one from the upper sprout to Waterford, 326 feet long. At Haver Island could be seen the remains of an old fort thrown up during the Revolution. The Troy bridge had a footwalk for passengers and a passage for "common carriages."

Unable to make satisfactory traffic arrangements with the Saratoga & Schenectady, the Trojans promptly acquired control of it and the two roads worked in harmony thereafter. In 1871 the company was taken into the Delaware & Hudson system. In 1860 the Rensselaer & Saratoga leased the Albany Northern Railroad, which had built a line along the west bank of the Hudson from Albany to Water-vliet and Waterford Junction, also a part of the present D. & H.

In order to reach the traffic of the Mohawk Valley, Trojans organized the Schenectady & Troy Railroad, chartered May 21, 1836. The road is notable as one of the few in the country that were owned by cities. The city of Troy by a law of 1837 was permitted to borrow \$500,000 at six per cent. for twenty-five years in order to invest in stock of this railroad, "and for no other purpose." The construction proved expensive, although the road used the Saratoga & Schenectady bridge over the Hudson, and it was not opened until November 1, 1842. It followed the winding south shore of the Mohawk for twenty miles, and is still operated as a freight line.

It was the first road in the State to be built with full-sized iron rails, departing from the strap-iron type on wood stringers. The rails, of H-type, fifty-six pounds to the yard, were purchased in England. Gilbert & Eaton produced the coaches. Passenger fare between Troy and Schenectady was fixed at twenty-five cents, later raised to fifty cents. The city continued to control the railroad until 1852, when the stock was sold to Edwin D. Morgan, then president of the New York Central.

In 1845 the Troy & Greenbush Railroad, six miles long, connected with the Hudson River Railroad at Greenbush. It is owned by the Troy and Greenbush Railroad Association and is one of the Central's important leased lines.

Troy leaders, in 1848, sponsored the formation of the Troy & Boston, which connected afterward with the famous Hoosac Tunnel, and since has become the Boston & Maine, Troy's gateway road to the East. Amos Briggs, Schaghticoke, was president; D. Thomas Vail vice-president; and Day O. Kellogg, Troy mayor, secretary-treasurer. When work began June 6, 1850, General John E. Wool broke ground; Mayor Kellogg shoveled dirt into a barrow, and President Briggs wheeled it away. Directors included General Wool, George N. Tibbits, Mr. Vail, Daniel Robinson, Stephen E. Warren, Jonas C. Heartt, E. Thompson Gale, of Troy; Mr. Briggs; D. S. McNamara, North Hoosick, and L. Chandler Ball, Hoosick Falls.

The project included coöperation with Massachusetts interests and State in a tunnel through the Hoosac Range. It was the most stupendous undertaking of its kind in the country. A comment of an Oswego newspaper at the time was that "Nobody but the Trojans would think of such an exploit." The tunnel severely strained resources on both sides of the State line. It was begun in 1856, completed in 1873, at a cost of \$13,000,000, of which the Massachusetts State contributed \$2,680,000. It was a two-track bore at depth of 1,028 feet below the summit of the mountain and was 25,081 feet long—nearly five miles. The rock drilling was accomplished with amazing accuracy, east and west forces meeting with less than one inch sidewise variation and three inches height variation. The tunnel was fifty-four miles east of Troy and 137 miles west of Boston. The Mohawk Trail Highway now winds over the top of the mountain, with a noted hairpin curve on the North Adams approach. On the east the tunnel linked with the Fitchburg Railroad, extending down the Deerfield River Valley to Boston. The Troy & Boston and the Fitchburg consolidated in May, 1887, the former assuming the

rentals of the Southern Vermont and Troy & Bennington leased lines.

A new direction was given the venture when, on June 1, 1887, the Boston, Hoosac Tunnel & Western took over the Troy & Boston. Soon afterward, the B. H. T. & W. entered into an agreement with the Delaware & Hudson Canal Company, under which the Boston railroad extended its lines to Mechanicville and the D. & H. built a line from Mechanicville to Schenectady. This was completed in 1881, the two roads having joint facilities at Eagle Bridge and Mechanicville, and the Boston railroad, now known as the Boston & Maine, obtained connections at Schenectady with the D. & H. line to Binghamton and the West. Connection was also made by the Boston road with the New York Central by means of a line extension from Scotia to Rotterdam Junction.

Until after World War I, Rotterdam Junction was a busy center, due to the interchange of passengers as well as freight between the West Shore and the Boston & Maine. Sleeping cars for the B. & M. from the West were subsequently handled over the Central through Albany and other operations were shifted to Mechanicsville.

One of the interesting short lines with a long title was the New York Central, Hudson River & Fort Orange Railroad, Inc., organized in 1884 to haul freight from the Fort Orange Paper Company mill near the north end of Castleton out to the main line.

The Troy Union Railroad, formed in 1851, was opened three years later. It brought the various railroads entering the city into track connections at the Union Depot, thereby linking the Troy & Greenbush, Troy & Boston, Rensselaer & Saratoga and New York Central railroads. A union depot was erected, of great public convenience.

Cohoes was affected but little by the Rensselaer & Saratoga, but developed a unique rail line after the Schenectady & Troy was built. In 1847 the Cohoes & Troy Railroad was formed, which appears to have had little if any rolling stock in the beginning. The rail service was accomplished by attaching an extra car to the westbound Schenectady & Troy trains, which was dropped at Cohoes. As the grade was heavy, on taking passengers aboard, the crew merely released the brakes and the car glided gently by gravity down to Troy. It was stopped when it reached the Hudson River bridge, where horses were attached and drew it across. The road proved popular, carrying one thousand seven hundred passengers to Troy in one day.

It now seems singular that twenty years should have elapsed after the time the "DeWitt Clinton" locomotive made its first run



Albany Yacht Club

before a rail line was extended from New York City to Albany; and that Boston, two hundred miles to the east, should have beat the Empire State metropolis by ten years in getting to that point. We have seen how cautiously the legislators granted permission to the Utica & Schenectady to parallel the Erie Canal, refusing at first to allow it to handle freight. But on the Hudson! Here the boatmen were entrenched even more firmly. In 1849 there were twenty steamboats a day from Albany to New York. And besides the steamboats were hundreds of sloops and schooners plying up the Hudson to get cargoes for Philadelphia, Boston and farther points. Canal boats came down to Albany and left cargoes at the basin to be picked up by sloops and steamers—thirty thousand canal boats each way a year. Sawmills in the lumber district adjacent to the canal cut eight hundred million feet of lumber a year, much of it shipped out to distant points by water.

There was no bridge across the river at that point; and many thought there never would be one. The Western (Boston & Albany) Railroad came only as far as Greenbush or East Albany. A ferryboat carried passengers and freight across the river to the city docks, except in winter, when sleighs were used.

The thought of paralleling the Hudson with railroad lines was held to be practically impossible by nearly everyone, even though the river froze in winter and freight had to be turned over to stage lines, if going to New York City. But two railroads finally did come up from New York and reached their goal almost at the same time. These were the New York & Harlem, chartered April 2, 1831, and the Hudson River Railroad, chartered May 12, 1846. The Harlem got under way first, but finished last. It made no attempt to parallel the Hudson closely, but went off along the route of the New York-Boston Post Road before heading up-State. It passed through Mt. Vernon, skirted the Connecticut boundary at Brewsters, then went through Pawling, Amenia, Boston Corner, Copake, Hillsdale, Philmont and Ghent to Chatham Four Corners. At Chatham it connected with the Western Railroad to reach East Albany. Meeting with many obstacles, it did not reach Chatham until January 19, 1852.

It found its rival, the Hudson River Railroad, had already arrived at its destination. Originally the Harlem had been planned to go on from Chatham through Troy to Montreal. But the speedy construction of the Hudson River route brought it to a pause, and it was with the Hudson River Railroad, over the Troy & Greenbush, that Troy made connection. Poughkeepsie interests were pioneers in the Hud-

son River Railroad and with New York City business men petitioned the Legislature for a charter. One of their public addresses, signed by thirteen prominent men, dated March 24, 1842, read:

"The enterprising citizens of Boston have deemed it their interest to expend upward of nine millions of dollars to effect a direct intercourse over an almost impracticable country between Boston and Albany and thus compete with us for the trade of the North and West. Less than one third of this sum will construct a better Road between New-York and Albany: and only one million of dollars towards this amount is required from this city. Can it be that New-York with four times the population will not make the effort to preserve the trade which our enterprising neighbors are seeking to divert—and which if once diverted into new channels may never return to us."

The road was finally built at a cost, not of \$4,500,000 as predicted, but of \$9,300,000. It was the most expensive road in America, averaging \$80,000 a mile. It required boring ten tunnels totaling more than three thousand feet through rock; many fills, bridges and open cuts.

The course, close to the river, at times only a few feet from the waterline, involved special engineering all the way. Chartered May 12, 1846, it was opened to Peekskill, September 29, 1849; to Poughkeepsie, December 31, 1849; from Albany to Hudson, June 16, 1851; to Tivoli, August fourth, and through, October 1, 1851. The distance from Chambers Street, New York, to East Albany was 143½ miles. Listed stops included Castleton, Schodack, Stuyvesant, Stockport, Hudson, Oak Hill, Germantown and Tivoli. The same year the H. R. R. leased the Troy & Greenbush, a six-mile line, on agreement to pay rental of seven per cent. on the \$275,000 capital stock of the road.

The first wood-burning locomotive to make the journey from New York to Albany covered the distance in four hours, a celerity which set the pace of steamboats and sailing ships far in the shade.

Opening of the Hudson River Railroad was celebrated by a banquet at East Albany October 8, 1851, at which the toastmaster was Edward Jones, vice-president. Among the distinguished guests were Governor Washington Hunt, former Governor William L. Marcy, John C. Spencer, Erastus Corning, General John E. Wool, James

D. Wasson, and Robert H. Pruyn. Depots and buildings of the company were gaily decked with flags and streamers. Cannon were fired as the trains passed.

A prelude to the grand opening was an excursion June 14, 1851, between Hudson and Albany, marking the initial service over that portion of the road. Children of the Hudson Orphan Asylum were taken on the train as guests. This gay event has been celebrated in a plaque attached to the Ferry Street bridge in Hudson. James Boorman, New York City merchant, was president of the road at that time, resigning October 7, 1851, the principal work of constructing the road then being over.

For a considerable period the line did not show anything but losses. Edwin D. Morgan (Governor of New York from 1859 to 1863), was elected president of the road in 1852, but resigned and was succeeded by Samuel Sloan. The steamboats continued to carry the passengers during navigating season, and the road had only a thin stream of freight, except in winter. The New York Central, under Corning's management, turned its freight in the open season over to the People's Line, in which Daniel Drew was interested, and in the winter gave the business to the Hudson River or the Harlem. By 1863, however, conditions had improved for the H. R. R. and there was a dividend.

Thurlow Weed, editor of the Albany "Evening Journal," commented on the event thus:

"The realization of a dividend upon the road is our surprise. We were originally among those who could not believe it ever would be built—who thought it irreverent to attempt to rival God's munificent, glorious highway, the Hudson River. If our files were searched we should be found expressing our opinion that the idea of a 'Railway to the Moon' was scarcely less preposterous than the projected one along the banks of the Hudson River."

It was about this time that Commodore Cornelius Vanderbilt, although he was sixty years old and had made a comfortable fortune, sold his steamboats and picked up stock of the Hudson River Railroad. He tried to get into the Erie, but Daniel Drew had checked the move. The Hudson River and later the Harlem became Vanderbilt's objectives.

His plans were speeded by the retirement of Erastus Corning from the presidency of the Central. Mr. Corning, who was also a director of the Hudson River, in 1864, when he was seventy, decided to leave the arena after eleven years of guiding the Central. His career had been remarkable. Born in 1794 in Norwich, Connecticut, he had moved to Chatham at the age of thirteen, attending district school. He afterwards went to work for an uncle, Benjamin Smith, Troy hardware merchant, and in 1822 joined John A. Spencer & Company, Albany hardware firm, as a clerk. A few years later he went into business with John T. Norton, buying a rolling mill at Troy. E. Corning & Company became widely known. He served as mayor of Albany in 1834-35 and 1836-37; State Senator, 1842-45; Representative in Congress, 1857-59 and from July 4, 1861, to March 3, 1863. He was a Regent of the University of the State of New York from 1833, and vice-chancellor of the board. During the Civil War, when John F. Winslow was associated with him, his rolling mill helped to turn out the plates of the "Monitor," the vessel which defeated the ironclad "Merrimac" at Hampton Roads. Mr. Corning resigned as president of the Central in 1864 and as director in 1867. His successor was Dean Richmond, who died in 1866, when Henry Keep was elected president.

In 1865 Commodore Vanderbilt stepped into the presidency of the Hudson River Railroad, and William H. Vanderbilt, his son, was elected vice-president. Another circumstance played into the Vanderbilts' hands at this juncture. Albany's long-sought railroad bridge was built in 1866, after litigation which was taken to the United States Supreme Court, establishing the right of railroads to cross navigable rivers. It was owned one-half by the Central and partly by the Hudson River and Western roads. All cars passing over it were charged a toll.

Irrked by the Central's practice of giving its commerce to the steamboats in summer, which rendered much of his equipment idle, Vanderbilt, though a former steamboat man himself, now sought to force the Central into line, and demanded compensation for the time lost by his idle engines. The new board of the Central, headed by President Keep, resisted him. The Commodore waited until mid-January of 1867, when he suddenly halted the movement of his trains from New York over the new railroad bridge into the Albany station. Instead, he ran his trains no farther than East Albany, or Greenbush, forcing passengers to take sleighs or walk across the ice to Albany in

the freezing wind. Handling baggage was out of the question. The whole transportation system was thrown into confusion. In a few days the uproar from the public was so great that a legislative committee was appointed by the Assembly. The Central quickly came to terms and paid Vanderbilt what he asked. It was the beginning of the end. On December 11, 1867, Cornelius Vandebilt was elected president of the Central. On November 1, 1869, he completed his coup, forcing the Central to merge with his Hudson River road. The new name was the New York Central & Hudson River Railroad. Vanderbilt was then seventy-five years old. For the first time then, passengers could leave New York and go up the Hudson to Albany and on to Buffalo without a break.

The change affected Albany's economic life to some extent, eliminating much of the old-time transfer business that kept swarms of drays, carts and porters busy. But new business was also generated thereby, and the convenience in travel soon made a return to the old method out of the question. The Commodore established a connecting link with the Harlem in 1871 which enabled the Central to run passenger trains into the Harlem's station at Forty-second Street, New York City, afterward enlarged to its modern magnificence. In 1873 the Commodore was elected president of the Lake Shore. In the previous year the second railroad bridge had been built at Albany. This bridge, which crossed above the Yacht Club pier on its present location, was two thousand feet long, and double-tracked in contrast with the original wooden bridge at Livingston Avenue, which had a single line. The stone piers bear the date 1872. The upper bridge was replaced with one of iron and has been a route for freight cars ever since. Over the lower or Maiden Lane bridge has passed a great bulk of America's rail traffic.

The double-tracking of the new bridge permitted the Commodore to proceed with another ambitious scheme, the four-tracking of the Central, which was completed to Buffalo in the fall of 1874, becoming the world's first four-track road. December 23, 1914, the next great consolidation occurred, when the New York Central & Hudson River Railroad, the Lake Shore & Michigan Southern Railway Company and nine of their subsidiaries, having altogether about five thousand six hundred miles of line and about fourteen thousand miles of single track were united into one company under the name of the "New York Central Company," more familiarly the New York Central Lines. In 1924, the Castleton Cut-off Bridge and Selkirk Yards were built.

One of the permanent improvements Mr. Corning achieved while president was the location of the car shops at West Albany, which became the chief works of the Central for making and repairing cars. In 1853 Mr. Corning bought 250 acres from the Van Rensselaer estate in what is the village of West Albany, then occupied principally by a switchman's shanty and an ancient powder house, and erected locomotive and car repair machine shops. The engine house was 580 feet long, twenty-three feet high and cost \$65,000. It could house thirty passenger and freight locomotives. There were at first ten other buildings, including machine shops and track yard, both since greatly increased. From the West Albany shops came the Locomotive 999, which on May 10, 1893, near Batavia, pulled the Empire State Express at a speed of 112.5 miles an hour, setting a world record.

Mr. Corning also was responsible for giving the New York Central its first sleeping-cars, product of the inventiveness of Webster Wagner, of Palatine Bridge. Lincoln rode on one of these when going to Washington in February, 1861, to be inaugurated President. Mr. Wagner, a wagonmaker by trade, became a notable figure in the railroad industry. He was born at Palatine Bridge in 1817. He was a pioneer in developing the idea of sleeping-cars, and in 1858 built four cars at a cost of \$3,200 each. They were placed in service on the New York Central September first that year. President Corning encouraged Wagner to build more. It was found moving cars needed ventilation and the following year Wagner adopted the elevated car roof, which has become standard design on railroads everywhere. Wagner began making his "palace-cars" in 1867, arranged with tiered berths and more comfortable seating space. Men were the first customers, no accommodations for women being provided. On the occasion of Lincoln's trip to Washington, Wagner outdid himself, designing and elaborately furnishing a special drawing-room car, in which the President and Mrs. Lincoln traveled down the Mohawk Valley and the Hudson. She was the first woman to make such a journey.

For several years the Wagner palace-cars ran only on the New York Central. In 1875, under Vanderbilt, Wagner obtained the contract for sleeping-cars between Detroit and Chicago. In 1880, competition being severe, Wagner combined with George M. Pullman in the formation of the Pullman Palace Car Company. Wagner, who became a Senator, built the Wagner House, Canajoharie. The

Central has always featured passenger traffic and Pullmans have played an important part in its development. Mr. Wagner's house still stands at Palatine Bridge. He died in 1882, victim of the wreck at Spuyten Duyvil of one of the palace-cars he invented.

Schenectady, early center of three railroads, became a center of a pioneer locomotive industry in 1848. The Norris brothers, of Philadelphia, established a locomotive manufacturing plant with the aid of \$40,000 in local capital placed at their disposal. In 1851, little progress had been made, and a reorganization followed in which John Ellis became the leader. With the aid of local men, including Daniel D. Campbell, Sebastian Bradt, Cornelius S. Groot, Volney Freeman and Peter McQueen, he secured the incorporation of the Schenectady Locomotive Works. In 1861 Mr. Ellis bought out the others and subsequently his four sons, John C., Charles G., Edward and William D. Ellis, all served as president. In 1911, after half a century of Ellis management, the American Locomotive Company was formed. It is one of the giant industries of Schenectady, and has made history in the development of motive power. During the Civil War many government locomotives were built there. In World War II the plant has engaged in production of military tanks as well as locomotives.

Development of the telegraph and the express business in New York State were directly stimulated by railroad growth. Professor Joseph Henry, of Albany Academy, through his discovery of magnetic self-induction, in 1829 produced the first magnetic telegraph. He rang a bell by electric impulse over two miles of wire strung about a room in the academy. He also developed the principles of the electric motor and is credited with achieving the first radio impulse.

Samuel F. B. Morse, like Fulton, was a painter. In 1826 he established the National Academy of Design. In 1829, while returning from Europe, he sketched out a plan for employing electromagnetism in telegraphy. Part of his early life was spent painting at Cooperstown, Albany and Cherry Valley. In 1837 he perfected a telegraph instrument, with the aid of Joseph Henry, with whom he corresponded, to whom he referred many of his problems. In 1843, after much reluctance, Congress voted funds for an experimental line between Washington and Baltimore, which proved a success. Annie G. Ellsworth, daughter of the Commissioner of Patents, sent the message "What hath God wrought" over the line. Morse offered to sell his invention to the national government, but it was not accepted, and so became a private utility.

The first Morse telegraph across the State was the Springfield, Albany and Buffalo, formed July 16, 1845. It was pioneered by the old-time stagecoach operators, John Butterfield, Theodore S. Faxton and Hiram Greenman. The first section of the line was built between Albany and Utica, home of Butterfield and Faxton. News received in Albany by steamboat from New York was telegraphed west! The line was completed to Troy, August 7, 1846; to Hudson, October 28; and from Buffalo to New York by September 9, 1846. The transmission by telegraph of Governor Young's message to the Legislature in January following in two and a half hours was regarded as a miraculous event. The House method of printing telegraph messages as received was demonstrated two years later at the Delavan House, Albany, predecessor of the modern teletype. The O'Reilly telegraph line, identified by the eagle symbols on its poles, was opened in 1850.

The American Express Company and Wells, Fargo & Company grew out of the express business established at Albany in 1841 by Henry Wells, a native of Vermont, who was agent for William F. Harnden. The latter, a former conductor of the Boston & Worcester Railroad, began carrying messages for patrons of the line, and was America's pioneer expressman. Wells carried messages and packages by canal-boat and stage from Albany and soon with George Pomeroy established the Albany & Buffalo Express. The railroad was used as far west as Auburn, where there were stage trips at intervals the rest of the way to Buffalo, the railroad not then being completed. In 1843, a Hudson River express was operated on steamboats and stages. In 1844, Livingston, Crawford, Wells & Company was formed at Albany and two years later the western end of the business was separated as Livingston, Wells & Company. In 1849 an opposition express was started over the New York Central by Butterfield, Wasson & Company, James D. Wasson then being postmaster of Albany. These interests all merged in 1850, into the American Express Company. The pony express of later days across the western plains was organized as Wells, Fargo & Company.

To the railroad is due Troy's distinction as the place where the Bessemer steel process was first used in America. This process was employed to produce steel ingots and blooms for rolling rails. Three Trojans, John A. Griswold, John F. Winslow and A. L. Holley, bought patent rights from Henry Bessemer in England. In 1861 they built a two and a half-ton plant using Lake Champlain iron ore, and in 1865 built a five-ton ingot mould foundry, with a blooming plant and rail mill.

Iron manufacture began at Troy in 1807 by John Brinckerhoff, who started a nail factory. Erastus Corning, Sr., bought it in 1826 and, in 1830, it had an annual production of 825 tons of rolled iron, half of which were cut into nails. John F. Winslow joined the firm in 1838, when it became known as the Albany Iron Works. John A. Griswold was head of the Rensselaer Iron Works established in 1846. The two companies and the Bessemer works came under Corning control in 1875. As a railroad builder Corning had need of iron castings and steel rails. It is significant that until the Bessemer plant was established at Troy, the railroads in this country were still ordering steel rails from England. The Civil War interrupted this trade, stimulating the industry on this side of the water.

During the Civil War, plates, bar iron, spikes and other parts for the metal-clad warship "Monitor" were turned out at the plants of the Albany and Rensselaer Iron Works in one hundred working days. The vessel defeated the "Merrimac" at Hampton Roads, an event which signaled the inception of modern naval construction.

Schenectady gained another important industry in 1856, when George Westinghouse, Sr., who had his first shop at Central Bridge, moved to the Mohawk River city to continue his manufacture of the threshing-machine, which he devised in 1840. His plant was on the site of the international General Electric Company of today. Here George Westinghouse, Jr., developed the air-brake, as a result, it is said, of observing a minor accident while riding on the Schenectady & Troy Railroad. The son was unable to win his father's support of the new invention, the latter being interested chiefly in the threshing-machine and other agricultural apparatus he was developing. George Westinghouse, Jr., went to Pittsburgh, where he established the air-brake business.

As a railroad center Schenectady was enlarged in 1872 when the Schenectady & Duanesburg Railroad was opened, connecting at Quaker Street (now Delanson) with the Delaware & Hudson. The line was later included in the D. & H. system. In 1883 the West Shore Railroad established a station at South Schenectady and, in 1884, the Boston, Hoosac Tunnel & Western (the present Boston & Maine) built a station at Scotia, en route to Rotterdam Junction, where connection was made with the West Shore. When the Edison Electric Company located at Schenectady, in 1886, it laid the foundation of its present slogan as the city that "lights and hauls the world."

Familiar to all residents of the Mohawk Valley is the Fonda, Johnstown & Gloversville Railroad. It was proposed in 1865 and organized two years later by a group of local men who sought to overcome the isolation of Johnstown and Gloversville from the main stream of traffic in the valley, following the Erie Canal and railroad building. While the communities were small, it was felt so much wood was being used by the New York Central that a return haul with wood fuel cut in the Adirondacks would help make the road pay. The original intent was to extend the line to Caroga Lake.

Willard J. Heacock was elected president in 1867, when the road was incorporated with capital stock of \$300,000. John McLaren, Jr., was vice-president and Timothy W. Miller secretary. Johnstown sold \$100,000 of bonds for the benefit of the railroad after difficulties developed in the construction. Trains first ran November 29, 1870. At Fonda, where it connects with the New York Central, the Central's depot was used. There were other depots at Johnstown and Gloversville. In 1875 the road bought land at Northville and began the developing of Sacandaga Park in a pine and hemlock grove, building a hotel in 1891. The rail line was extended to Northville in 1876. Sacandaga Park became one of the most popular resorts in the eastern part of the State.

High speed trolleys were put on an extension of the line between Amsterdam and Schenectady in 1932. These were sold in 1938, when buses were substituted on the interurban run to Schenectady. Previously use of the Scotia-Schenectady bridge by the F. J. & G. had been banned by the Public Service Commission. The Northville end of the railroad was partly buried by water in the construction of the Sacandaga Reservoir, in 1928, and that section suspended. In 1941 the Interstate Commerce Commission adopted a reorganization plan for the railroad operating between Fonda and Broadalbin, 19.56 miles, and for the bus routes, under which capitalization was reduced from \$9,734,123 to \$2,414,755.

The Herkimer & Poland Railroad, formed in 1881, threaded the valley of West Canada Creek. Extended to Malone, it became the Adirondack Branch of the New York Central.

In 1893 the Little Falls & Dolgeville Railroad was built to form an outlet for Dolgeville felt and other manufactures. The road, eight miles long, extended to Salisbury Center, site of an iron mining enterprise.

THE BATTLE FOR THE ALBANY & SUSQUEHANNA

While the waterway and rail transportation systems were undergoing large scale development in the Hudson and Mohawk valleys, inhabitants of the Susquehanna, Cherry Valley and Schoharie regions felt remote from the scene of progress. Rich agriculturally and possessing numerous industries, they nevertheless found themselves retarded by the lack of more modern facilities. They still had their turnpikes and stagecoach lines for the movement of persons and goods.



Cossackie—Washington Avenue to Mansion Street

They watched the struggles of the Catskill citizens to push a rail line to the Schoharie Valley, and saw it fail. Down to 1850 nothing had happened to place them on even terms in the economic race.

At that time, however, determined leaders began to appear with a project for a railroad extending 140 miles from Albany to Binghamton. The proposal was stimulated by the completion of the New York & Erie from Piermont to Jamestown and Dunkirk, *via* Binghamton. Tapping the Erie at Binghamton would permit western freight to flow into the valley and down to Albany, while opening western markets to the valley's productions. The line also, it was

foreseen, would be a valuable direct route to the Pennsylvania coal fields.

Enthusiasm quickly rose. A public meeting at Oneonta, April 2, 1851, drew more than two thousand people, with special delegations from twenty towns in the counties of Albany, Schoharie, Otsego, Delaware, Chenango and Broome. Edward C. Delavan, Albany hotel man and temperance leader, was named president and other officers chosen. Colonel W. W. Snow, Oneonta, and Robert H. Pruyn, of Albany, were among the speakers. Articles of association were authorized, and board of thirteen directors elected. Six directors were from Albany, one each from Guilderland, Cobleskill, Maryland, Oneonta, Unadilla, Bainbridge and Windsor. The incorporation was filed April 19, 1851, with Delavan as president. Capital stock authorized was \$4,000,000.

The same year over one million dollars of capital stock were subscribed along the line of the road. From the beginning the Albany & Susquehanna was a "family affair," participated in by the communities along the route which stood to benefit from the construction. During 1852 thirty-one meetings were conducted by the board along the line at Cobleskill, Worcester, Cooperstown, Oneonta, Otsego, Unadilla, Sidney and other points. Women were invited especially in an announcement which asserted the "women of America have never yet been found wanting when civilization, progress, morality and religion needed advocates."

Albany city contributed a loan of \$1,000,000 at six per cent. for a term of twenty-six years. The full amount of capital was not raised, however, and this proved a handicap. A contract for the road totaling \$6,300,000 was let to Morris, Miller, Baker & Company, partners in which were Gouverneur Morris, George L. Schuyler, Sidney G. Miller, Josiah W. Baker, James S. T. Stranahan and Charles G. Case. Cash payment was made of \$703,000, while bonds amounting to \$4,897,000 and \$700,000 in stock of the company were to be turned over to the contractors. The "History of the Delaware & Hudson Company" says the price was probably higher than if bid on an entirely cash basis, but there was much joy that the road had actually been launched.

Soon difficulties arose, however, and some of the stockholders withheld payments pledged on their shares. Prices had risen considerably since the estimates, and lack of confidence nearly completed the wreck of the undertaking. In the emergency, the directors called

in Joseph H. Ramsey as consultant. The work stopped in August, 1854, collection of stock subscriptions ceasing. Ramsey was asked to advise whether to abandon the project or seek new methods of continuing it.

Ramsey, born in 1816 in the town of Sharon, Schoharie County, had studied law with Jedediah Miller and was admitted to the bar in 1840. He began practice in Lawyersville, remaining there until 1863, when he removed to Albany. He became intensely interested in the possibilities of the project and entered wholeheartedly into its revival. He advised a go-ahead and a finance plan was adopted. It was felt the amount needed could be supplied by permitting towns to buy the railroad stock and sell bonds in payment.

In order to effect the plan it was decided to send Ramsey to the Legislature. So important was the project to the people of the region that political differences were sunk. Ramsey, though a Whig, was elected several times to the Assembly and State Senate by a combined Whig and Democratic vote. He suffered early defeats in his efforts to get the town bonding bill passed. It went through the Assembly in 1855, but lost in the Senate. In 1856 Ramsey got it through both houses and the Governor signed it. It was amended the next year to take out a provision requiring two-thirds of the taxpayers in each town to approve the bond sale, leaving a simple majority vote necessary.

In 1857 Ramsey was elected vice-president of the railroad, and became leading spirit of the enterprise. Ezra P. Prentice, of Albany, was president until 1864. Work on the railroad was resumed in December, 1857, subscriptions having been secured from twenty towns along the way, totaling \$950,000. Charles W. Wentz, appointed chief engineer, was directed to begin the line from Albany to East Worcester.

Since the people of these valleys had been taxed for the Erie Canal, it was felt only right that the State should aid in the construction of the Albany & Susquehanna Railroad. The Legislature accordingly was petitioned for \$200,000 to complete the Albany-Schoharie section. Governor Morgan vetoed the bill. Ramsey was sent back as Senator in 1859 by vote of both parties from the Fourteenth Senatorial District. In 1860 he got the bill through and Morgan once more vetoed it. In 1861 Morgan vetoed another bill allotting \$500,000 for the section of the road between Albany and Oneonta. Ramsey got it repassed. Governor Morgan for a fourth time applied the veto.

Horatio Seymour was elected Governor in 1862 and Ramsey made another try. A bill for a \$500,000 appropriation to the railroad was passed and the Governor signed it. This pushed the enterprise mightily ahead. The road was completed and opened for public travel from Albany to Central Bridge on September 16, 1863; to Cobleskill on January 2, 1865; to Richmondville on June 1, 1865; to Worcester on July 17, 1865; to Schenevus on August 7, 1865, and to Oneonta on August 28, 1865. There remained sixty miles to Binghamton, including a 2,260-foot long tunnel to be constructed.

Ramsey appealed to the Legislature again and, in 1867, managed to get \$250,000 additional. The railroad sold more bonds. It reached Otego on January 23, 1866; Unadilla on March 21, 1866; and Binghamton on December 31, 1868. The road opened with an excursion on January 12, 1869, with ceremonies. It had been built on a six-foot gauge to conform to the width of the Erie tracks. On February 14, 1866, the railroad signed a contract with the D. & H. Canal Company to haul its coal to Albany and other points. The competition of other rail outlets from the Pennsylvania mine fields led to the step, though the D. & H. continued to use its Rondout Canal to get coal to New York City.

For a few months the new broad-gauge railroad enjoyed peace. Then a storm broke loose, as Jay Gould and James Fisk, Jr., having secured control of the Erie, forced Daniel Drew from the treasurer-ship. They then set out to annex the Albany & Susquehanna as a principal feeder to the system. Control of the A. & S. would make Delaware & Hudson and other coal companies subservient to the Erie in order to obtain transportation to markets in northern New York and New England. Mr. Ramsey did not welcome the Erie crowd. He prepared to defend the A. & S. with all his might.

Fisk and Gould, in June, 1869, found that only \$2,800,000 of the \$4,000,000 authorized stock of the A. & S. had been issued, and of this \$800,000 had been forfeited for non-payment. The Erie chiefs began buying in shares, which they solicited along the line and managed to get control of \$450,000 of the stock controlled by the towns. The books had never been closed, however, and Mr. Ramsey, in the emergency, issued twelve thousand shares of treasury stock to his friends, providing for a ten per cent. payment on them and taking proxies.

This led to an injunction order issued by Justice Barnard of the Supreme Court on application by counsel for Fisk and Gould, who

said the stock was unlawfully granted. Ramsey retaliated with an injunction obtained from Justice Rufus W. Peckham restraining Gould and Fisk from transferring the town stock of Oneonta, which they claimed to have purchased. Gould and Fisk then obtained an injunction suspending Ramsey as president and called a meeting to elect officers on August 5th. It appeared both sides were deadlocked, having equally divided control. The company's office was in Broadway, Albany, near Steamboat Square. Attempts of Fisk to get control of the books were thwarted by guards. Ramsey obtained from Justice Peckham the appointment of Robert H. Pruyn, of Albany, as receiver, and the latter named John Van Valkenburg, Democratic leader of Columbia County, as superintendent of the railroad.

Van Valkenburg forcibly ejected Fisk and his allies from the company office, and the Erie financier, on reaching the street, was arrested by Albany police for creating a disturbance. He wired his lawyer, who obtained an injunction from Justice Barnard barring the Albany police from interfering with him and restraining Mr. Pruyn as a receiver. Fisk was arrested again for contempt of Justice Peckham's order, and was required to show cause why he should not be prohibited from attempting to operate the railroad.

To head off this order, which was returnable in two days, Fisk wired the sheriff of Broome County to take immediate possession of the railroad under Justice Barnard's order appointing Fisk and Charles Courter as receivers, which had been issued a week before. The sheriff seized two locomotives at Binghamton. The Albany end of the line being in possession of Receiver Pruyn, Van Valkenburg decided his time for action had come. He ordered all trains stopped, and taking 150 men boarded a train for Binghamton to repossess the property.

There followed the famous clash at the east end of the Binghamton Tunnel. Fisk gathered a force of 850 men and set a train going through the tunnel. The Albany party set their engine going and the two locomotives collided. The Erie engine was captured and sent to Albany by R. C. Blackall, the A. & S. master mechanic. In a pitched battle sticks and stones flew between the contending parties, the Fisk cohorts finally withdrawing. Militia were called out to halt the fight. Albany men, after blocking the tunnel with a freight car, returned. Fisk was arrested at Albany again while attempting to seize control of the office.

So great was the uproar over the conflict that counsel for both sides met with Governor Hoffman and agreed the State should take

over the line until an agreement was reached. This ended the physical violence.

At the annual election of directors on September 7, 1869, the Fisk-Gould group elected Walter S. Church, of Albany, president and the Ramsey group, meeting in an adjoining room, reelected Ramsey. Fisk claimed 13,400 votes for his candidate and Ramsey 10,742. Governor Hoffman then instituted proceedings in the name of the State to find out who had been legally elected. The trial of this action was heard before Justice E. Darwin Smith at Rochester in November and decided in January in Ramsey's favor.

Fisk and Gould were thus defeated. But lest any further difficulty should occur, the directors of the Albany & Susquehanna decided on February 24, 1870, to lease the property in perpetuity to the Delaware & Hudson Canal Company, which thus acquired its first large section of steam railroad.

Ramsey, who lived in Albany after this, left the A. & S. on the lease to the D. & H. and became vice-president of the Albany Iron Manufacturing Company headed by Erastus Corning. He succeeded to the presidency of this concern on Mr. Corning's death. Ramsey was looked up to wherever he went as the man who beat Gould and Fisk. He also was president of the Howe's Cave Association in the manufacture of cement, lime and brick. The association was formed in 1880 and in 1881 erected Howe Cave Pavilion for visitors who came to see the noted underground caves. The association continued the exploitation of the caverns until 1900, when the pavilion burned. The Helderberg Cement Company then took over the commercial manufacture. The recreation feature lapsed until 1927, when H. Virgil Clymer, D. Cady Fulmer and John Mosner, of Syracuse, became interested in the property and began the modern development of Howe Caverns Company, which included the installation of electric elevators, a new guest house, and many other improvements. The caverns are visited yearly by tourists from all over the country.

What the successful completion of this road meant, after sixteen years of toil and suffering by its promoters, has been interestingly recorded by H. T. Dana, who in October, 1863, became the station agent of the A. & S. at Cobleskill. Mr. Dana in 1903 published "Stray Poems and Early History of the Albany & Susquehanna Railroad," copies of which are extremely rare. The book deserves a high place in the literature of the valley.

Reminiscing Mr. Dana asserted that "with the shrill blasts of the locomotive whistle reverberating from mountainside to mountainside

throughout the whole valley of the Susquehanna, the Rip Van Winkle spell which had bound the 'sequestered region' had been broken." Prior to that time he recalled with qualms, even at a distance of forty years, the painful ride farm boys had to make from Cobleskill to Albany by wagon.

"Then a journey to Albany with a load of farm produce was an event of as much importance and required more elaborate preparation than a journey to Omaha, Nebraska, does now," he noted. The day before such a journey was to be made the farmer's wife bustled about frying doughnuts, cooking sausages, and baking bread while the farmer and his sons loaded the grain or apples into the wagon for market. The evening before the start the food was prepared for luncheons for the three days' trip to Albany and back. When all was in readiness, the wagon greased and the dinner box safely aboard, the farmer's last act was to pack a big bundle of hay bound with rye straw coils for rope. This, too, was placed on the "load," to save the expense of buying food for the horses. The boys alternately rode perched on the "soft side of a barrel of apples" or walked beside the wagon during the journey.

When the iron horse replaced the farm team, the change was cataclysmic. Farm lands which had sold from \$25 to \$40 an acre before the railroad came now increased in value to \$75 and \$100 an acre. Mr. Dana's list of outstanding pioneers in the construction of the Albany & Susquehanna included, besides Messrs. Delavan and Pruyn of Albany, George W. Chase, of Maryland; Eliakim R. Ford, Oneonta; Arnold B. Watson, Unadilla; Edward Thompson and Senator Dimmick, Binghamton; Jared Goodyear, of Colliersville; John Cook, Worcester; John Westover, Richmondville; Minard Harder, Charles Courter and Mr. Ramsey, of Cobleskill. He recalled also that Thomas Harden was the engineer of the first regular train that went from Albany to Central Bridge, and Wallace Blake brought the first passenger train to Cobleskill. Charley Jones, another engineer, became master mechanic at Oneonta. Those were days of personalities in railroading. A date which particularly stood out in Mr. Dana's memory was September 12, 1863. That was when the road was completed to Central Bridge, and the first train arrived—the beginning of the epoch in the valley.

The Delaware & Hudson now engaged in railroad expansion in earnest, determining to develop in the north and east. On May 1, 1871, it leased in perpetuity the 180-mile system of the Rensselaer & Saratoga Railroad, which had been sponsored and built by the

Trojans. In 1872 the D. & H. gained control of the New York & Canada, extending to the Canadian border through Whitehall and Plattsburg. In 1875 a rail route was completed giving access to Montreal.

In its present form, the company has dropped the word "canal" from its title. The Hudson Coal Company, a subsidiary, mines about 4,000,000 tons of coal yearly, a twelfth of the Nation's output. The Delaware & Hudson Railroad Corporation operates over 846 miles of track, having 320 locomotives, 13,000 freight cars and over 200 passenger cars. The railroad has 6,700 employees. Repair shops are at Colonie and Oneonta. The Colonie shops were constructed on a 110-acre site in 1911-12 at a cost of two and a half million dollars.

After the lease in 1870 the new management laid a third rail on the Albany & Susquehanna to permit the use of the road by standard gauge equipment with tracks four feet eight and a half inches apart, in place of the previous six feet. In 1881 the A. & S. division was double-tracked at a cost of \$525,000. A four-story building at 256 Broadway was the first used by the company in Albany. Its handsome Gothic office building at the foot of State Street was built in 1915, Marcus T. Reynolds, architect, at a cost of \$1,057,994. Thomas Dickson was president of the D. & H. from 1869 to his death in 1884.

A number of short lines were included in the D. & H. system at or about this time. Among them were the Schenectady & Duanesburg, incorporated in 1869, and operated by the D. & H. since 1873. George Westinghouse, the air-brake inventor, was one of the directors of the road, which is fourteen miles long, from Schenectady to Quaker Street.

The Cooperstown & Susquehanna Valley was incorporated in 1865 with Luther I. Burditt as president, connecting Cooperstown with the A. & S. at Cooperstown Junction, sixteen miles. Stock control was acquired by the D. & H. about 1905.

The Cherry Valley & Sprakers Railroad Company was formed in 1860 with the intention of connecting Cherry Valley with the New York Central traffic in the Mohawk at Sprakers. Geography intervened, however, and it was found the line could not be built over the divide without great expense. Thereupon the route was changed to connect with the A. & S. at Cobleskill, in 1870, when it was called the Cherry Valley, Sharon & Albany Railroad. William W. Campbell was the first president and Abraham B. Cox was a director. In 1908 it merged with the D. & H. Legal proceedings were intro-

duced some years after the road had been built on the ground that the charter did not permit the construction of the road on the route it had taken. The town of Cherry Valley had been bonded for \$200,000 for the railroad and other towns had contributed to it. Altogether, the road cost \$600,000. The suit was instituted in an effort to make the directors personally responsible for the railroad's debt, but this failed and the towns assumed the obligation. The law permitting towns to make such investments has since been repealed. The D. & H. leased the road in 1871.

Schoharie Valley Railroad was built from Central Bridge to Schoharie in 1867 at a cost of \$100,000. It was extended to Middleburg the next year as the Middleburg & Schoharie, at a cost of \$105,000, making a continuous line of 10.13 miles. The lines had separate boards of directors, and for a considerable period passengers changed cars at Schoharie and again at the Schoharie Junction, where connection was made with the D. & H. The Schoharie Valley Railroad was founded by Jacob Vroman and the Middleburg & Schoharie by George L. Frisbie. The latter, with five and nine-tenths miles of track, was known as the "world's shortest railroad." In the heyday of the hop industry, the M. & S. used to haul twenty carloads of hops a day from Middleburg, and carried hundreds of hop pickers on excursions to the hop fields. The fare was five cents a mile throughout its existence. The D. & H. acquired the Schoharie Valley Railroad, but not the M. & S. The road had been declining in traffic and physical condition for many years and when unable to obtain \$7,000 needed to recondition road and equipment, ceased service on September 30, 1936. The engine and the rusting rails were sold as junk for about \$11,000 on March 15, 1937.

A line fourteen miles long, the Greenwich & Johnsonville, in Rensselaer County, was formed in 1868, serving a prosperous farming region. It was extended to Schuylerville in 1903, after absorbing the Battenkill Railroad. It has been controlled by the D. & H. since 1870.

The building of the Albany & Susquehanna produced a run of new industrial and agricultural activity throughout the region from Albany to Binghamton. The opening of cement industry at Howe Cave was a direct result to which Mr. Ramsey lent his aid. The number of tourists to the caverns also increased. Similar effects were felt at Sharon Springs, which grew rapidly as a center for health seekers, and elsewhere the stimulus was notably in contrast with the turnpike

days. The year 1870 marked the beginning of the era of modern growth.

The changes effected by the iron horse were in all respects fundamental. The country up to then, in spite of the Grand Canal and the brave turnpikes, had been still "country." The iron horse broke down distance for men and goods, and achievements that followed are remembered in many of the communities that stand today.



Hudson—Present View Down Warren Street From Seventh Street

Formation of the Brotherhood of Railroad Trainmen came from a meeting of eight railroad trainmen in a caboose at Oneonta yards of the D. & H. during the summer of 1883. The members of the original group were C. J. Woodworth, William Gurney, Union C. Osterhout, Daniel Hopkins, Elmer Wessel, H. S. Wilber, Daniel J. McCarthy and Eugene McCarthy.

Their enthusiasm spread to the forty-two cabooses then operating on freight trains on the Albany & Susquehanna division, and a meeting resulted in a hall at Oneonta, September 23, 1883. The organization was first called the Brotherhood of Railroad Brakemen. In its early stages it was assisted by the counsel of Eugene V. Debs, the grand secretary of the Brotherhood of Locomotive Firemen, and

later president of the American Railway Union. George E. Hudson was elected grand master of the new organization. Until March 16, 1884, the Oneonta members were all ranked as members of the grand lodge. A subordinate lodge, Lodge No. 1, was formed at that time. The original caboose was dedicated by the order in 1924 and on September 23, 1933, the fiftieth anniversary of the brotherhood was observed with ceremonies. The small red caboose is a shrine of the order in Neahwa Park, Oneonta.

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When Commodore Vanderbilt put the New York Central and Hudson River railroads together in 1869, he had properties then valued at forty-four million dollars. When the West Shore (New York, West Shore & Buffalo) was organized, February 18, 1880, it was estimated the road could be built for forty millions, but actually the figure was fifty millions of dollars and the road was bankrupt before it reached Buffalo, four hundred miles from New York City. The first president was General Horace Porter, vice-president of the Pullman Palace Car Company. Pullman himself was largely interested in the West Shore, a competing route to the Central. Since Commodore Vanderbilt had ruled Pullmans off the Michigan Central, favoring Wagner palace-cars, there may have been desire on Pullman's part for retribution.

The Central, however, coöperated with the new road to some extent by leasing to it the Schenectady and Athens road, which controlled the waterfront at the latter point. At Coeymans, the West Shore turned across country to the valley of the Mohawk. The new road used the Delaware & Hudson tracks from that point to enter Albany. The paralleling of the Mohawk Valley gave to south shore communities direct railroad connections which they had not before enjoyed. The West Shore began operating into Albany, July 9, 1883, making a five-hour run from New York. Pullman cars ran at once over the route and *via* the D. & H. to Saratoga. The financial collapse of the road the next year resulted in its being taken over in July, 1885, by the New York Central, and the dream of competition faded. The road has been a valuable freight carrier.

Effects of the march of the iron horse upon industry and agriculture have undergone constant evolution since the first run on Albany hilltop. As the Erie Canal had carried development west of the Hudson, the rails extended it to the farthest limits of the country. New conditions arose, presenting a varied pattern. Some industries,

such as cattle and wheat raising were shifted to the West. Cattle, however, were handled in long trains at West Albany cattle yards, established by Erastus Corning, well into the 1880s. More than a million head of live cattle arrived from Texas, Illinois and other Western States for distribution annually. Agriculture in the Capital Region turned more and more to dairy products, enabled by train service to reach the rich metropolitan market with fresh milk. Refrigeration of freight cars made Chicago the packing center for beef, although there are thriving packing companies today in the Hudson Valley and at Albany.

The iron and steel industries of Troy and Albany remained in operation until the cheaper ore of the Minnesota ranges came on the market. Steel making, supplied by high grade Adirondack ore, was reestablished at Troy by the Republic Steel Company in 1940 with a blast furnace and the forecast is for great development of Adirondack ore to come.

A trend toward urbanization resulted as industries thrived along the main track of railroad development in the Mohawk and Hudson valleys, which with its six tracks of railroad, two modern highways and the Barge Canal is the most superb transportation corridor in the land. The railroad, after early struggles, gained headway in the 1850s and 1860s. By 1880 it had become supreme and the turnpikes deteriorated into weed-grown runways. Canal modernization was delayed until the twentieth century. For seventy-five years, from 1840 to 1915, the railroad was virtually unchallenged on the land, although steamers and inland vessels remained in service on the water routes. The new age of automobiles, motor trucks, highways, mighty bridges, airplanes and airports has been the development of the last quarter century, giving an almost universal spread to transportation. Few regions of the State even in mountain fastnesses are still inaccessible.

The 1880 census showed the following population of the counties of our region:

Albany County, 155,044; Columbia, 47,925; Fulton, 31,006; Greene, 32,695; Herkimer, 42,667; Montgomery, 38,315; Otsego, 51,397; Rensselaer, 115,340; Schenectady, 23,558; Schoharie, 32,938. The growth of Schenectady rose mightily after the arrival of the Edison machine works, in 1886, from which dates the electrical industry in that city.

Villages incorporated in this period included: Fonda, 1850; Chatham, 1869; Cobleskill, 1868; Coxsackie, 1867; Frankfort,

1863; Fultonville, 1886; Green Island, 1869; Ilion, 1852; Middleburg, 1881; Morris, 1870; Nelliston, 1878; Newport, 1857; Northville, 1873; Palatine Bridge, 1867; Richfield Springs, 1861; Richmondville, 1881; St. Johnsville, 1868; Schaghticoke, 1867; Schevenus, 1870; Schoharie, 1867; Sharon Springs, 1871; Valatie, 1856. Gloversville, a village in 1853, became a city in 1890.

Cohoes became a city in 1869 and Amsterdam in 1885. In 1880, Albany with 90,903 population, was the fourth largest in the State; Troy with 56,747 was sixth; and Cohoes with 19,417 was fourteenth. Schenectady city had 13,675 inhabitants and Amsterdam 9,466.

Some of the towns in 1880 had a larger population than the cities, the town of Watervliet (from which Colonie was later taken), having an 1880 population of 22,220; town of Johnstown, 16,626; town of Lansingburg, 7,764; and town of Hoosick, 7,914.

The population of the various towns, by counties, in 1880, was as follows:

Albany County—Towns: Berne, 2,617; Bethlehem, 3,752; Coeymans, 2,912; Guilderland, 3,465; Knox, 1,694; New Scotland, 3,252; Rensselaerville, 2,488; Westerlo, 2,324.

Columbia County—Towns: Ancram, 1,602; Austerlitz, 1,341; Canaan, 1,654; Chatham, 4,574; Claverack, 4,347; Clermont, 918; Copake, 1,905; Gallatin, 1,252; Germantown, 1,608; Ghent, 2,953; Greenport, 1,275; Hillsdale, 1,939; Kinderhook, 4,200; Livingston, 2,060; New Lebanon, 2,245; Stockport, 1,980; Stuyvesant, 2,095; Taghkanic, 1,308.

Fulton County—Towns: Bleecker, 1,046; Broadalbin, 2,175; Caroga, 855; Ephratah, 2,157; Johnstown, 16,626; Mayfield, 2,231; Northampton, 2,069; Oppenheim, 1,845; Perth, 915; Stratford, 1,087.

Greene County—Towns: Ashland, 899; Athens, 3,065; Cairo, 2,287; Catskill, 8,311; Coxsackie, 4,009; Durham, 2,173; Greenville, 2,043; Halcott, 396; Hunter, 1,882; Jewett, 1,075; Lexington, 1,356; New Baltimore, 2,620; Prattsville, 1,118; Windham, 1,461.

Herkimer County—Towns: Columbia, 1,616; Danube, 1,235; Fairfield, 1,656; Frankfort, 3,025; German Flats, 6,746; Herkimer, 3,593; Litchfield, 1,218; Little Falls, 6,911; Manheim, 2,421; Newport, 1,953; Norway, 1,045; Ohio, 961; Russia, 2,177; Salisbury, 1,884; Schuyler, 1,452; Stark, 1,476; Warren, 1,430; Wilmurt, 271; Winfield, 1,597.

Montgomery County—Towns: Canajoharie, 4,294; Charleston, 1,334; Florida, 3,249; Glen, 2,622; Minden, 5,098; Mohawk, 2,943; Palatine, 2,786; Root, 2,276; St. Johnsville, 2,002.

Otsego County—Towns: Burlington, 1,599; Butternuts, 2,036; Cherry Valley, 2,260; Decatur, 779; Edmeston, 1,794; Exeter, 1,353; Hartwick, 2,340; Laurens, 1,827; Maryland, 2,324; Middlefield, 2,726; Milford, 2,319; Morris, 2,404; New Lisbon, 1,569; Oneonta, 4,462; Otego, 1,918; Otsego, 4,690; Pittsfield, 1,450; Plainfield, 1,195; Richfield, 2,514; Roseboom, 1,515; Springfield, 2,016; Unadilla, 2,523; Westford, 1,271; Worcester, 2,513.

Rensselaer County—Towns: Berlin, 2,202; Brunswick, 3,402; East Greenbush, 2,127; Grafton, 1,676; Greenbush, 6,689; Hoosick, 7,914; Lansingburg, 7,764; Nassau, 2,629; North Greenbush, 4,132; Petersburg, 1,785; Pittstown, 4,136; Poestenkill, 1,672; Sand Lake, 2,550; Schaghticoke, 3,610; Schodack, 4,319; Stephentown, 1,986.

Schenectady County—Towns: Duanesburg, 2,995; Glenville, 2,746; Niskayuna, 990; Princetown, 826; Rotterdam, 2,326.

Schoharie County—Towns: Blenheim, 1,191; Broome, 1,636; Carlisle, 1,721; Cobleskill, 3,371; Conesville, 1,127; Esperance, 1,378; Fulton, 2,709; Gilboa, 2,040; Jefferson, 1,636; Middleburg, 3,376; Richmondville, 2,082; Schoharie, 3,350; Seward, 1,734; Sharon, 2,591; Summit, 1,405; Wright, 1,591.

Among the industrial advances of the period were a number of outstanding importance. In 1845 the manufacture of yarn was begun at Little Falls. Power dams were built in 1848 on the Chuctenunda at Amsterdam, beginning the remarkable development of modern industries on that stream. Knit goods manufacture began at Amsterdam in 1857. At Herkimer, in 1866, woodpulp paper making was begun by Warner Miller. A broom factory was established at Amsterdam in 1868, the start of that important industry there. In 1870 David V. Burrell began manufacture of dairy machinery at Little Falls, now the widely known Cherry-Burrell Corporation. Knit goods plants began operation at Little Falls and Herkimer about this time.

In 1873 manufacture of typewriters was undertaken by the Remingtons at Ilion. A year later an axle works was established at Fort Plain and manufacture of felt was begun at Dolgeville. Arkell & Smith established their bag factory at Canajoharie in 1859, which turned to manufacture of paper bags for flour and other commodities after the Civil War produced a shortage of cloth. The Beech-Nut Packing Company was a later development from a company which specialized in ham and bacon.

Street horse-cars began running in Albany in 1863. In 1878 the third telephone exchange in the country began operating in the city. The West Albany railroad shops and the huge cattle yard were among

the flourishing industries. The Albany stove industry was at its peak, a report in 1870 showing fifteen companies in the city employing two thousand persons with stove output valued at about \$3,000,000. Car-wheel, piano, lumber, distilling, coffee roasting, soapmaking and iron and steel plants were among the leaders. Cleveland Baking Powder was established in 1870 by George and Frederick Cleveland and E. J. Larrabee & Company in 1861 pioneered crackers and biscuits, later acquired by a national concern. There was also a large production of harness, saddlery, fine coaches and omnibuses. The celluloid process, discovered by John W. Hyatt, was pioneered in Albany in 1871.

In Cohoes, the knitting industry grew to large proportions, with about twenty-five plants running in 1880, employing more than four thousand persons. The Cohoes Rolling Mill was established in 1856 to make iron and steel for the Simmons axe factory, and the city also had paper box, cotton batt and other plants.

Fort Orange Paper Company, which for years made United States post cards, was founded at Castleton in 1881, successor to the Van Benthuyssen newsprint plant. Jethro Wood patented a plow manufactured at Hoosick Falls. Merritt Singer, born at Johnsonville, in Rensselaer County, in the 1860s pioneered the Singer sewing machine with the aid of Attorney Clark, of Cooperstown. William Orr, of Troy, manufactured a print paper containing wood in 1854. The iron and steel industries grew to huge proportions under the leadership of Henry Burden, Stephen Warren and others. Output of horseshoe nails was enormous. Valve making was established at Lansingburg in 1872, later a Troy industry. Ink for printing United States currency was secretly manufactured in Troy, and in Albany government postage stamps were engraved under the old contract system prevailing before these functions were taken over by the Nation.

In the Hudson river towns developed boat building, ice harvesting and other industries. The Catskill tanning industry was long active. A knitting mill was established by A. T. Stewart at Leeds. Fruit growing and farming had an active development, further encouraged by the formation of the National Grange in 1873. Coxsackie and other towns were centers of the ice industry. Opening of the West Shore brought many more visitors to the mountains, and a large development of resort hotels followed. Brickmaking developed at several points, followed by the cement industry. Shad and stur-

geon fishing occupied an important place for years, and shad fishing is still carried on.

Hudson had an important iron industry in 1857, when the Columbia Iron Company turned out eighteen thousand tons a year. The Hudson Iron Company was an earlier concern. A car-wheel industry grew up in 1874. The first knitting mill was erected in 1872, beginning an industry which has played an important part in the city's growth. Daniel Dunbar, of Hudson, is credited with the invention of the blower and furnace adapted for the use of coal by steamboats. Several of Hudson's disastrous fires were laid to pine sparks from the steamboats docking there.

Dairying began to come into prominence in Otsego County in 1875, many local industries having been established earlier, including cotton factories, carding and fulling mills. Oneonta's growth followed the lease of the Albany & Susquehanna by the D. & H. in 1870. Railroad car shops and roundhouse were located there in 1872. In 1880 Oneonta's population was 3,002, compared with 678 in 1860. Gas service was introduced in 1881 and electric lights in 1887.

Harder's threshing machines manufactured at Cobleskill took a model medal at the Philadelphia Exposition in 1876. In Schoharie and Otsego counties there was much hop raising. Esperance became a large hay shipping point by rail, and had other industries including a chair factory, three straw paper mills and foundries. In many other communities the railroad opened the way for industrial growth.

CHAPTER XXII

Winning the New Freedom

The Course of Liberty—Alexander Hamilton's Plea for Freedom of the Press at Hudson, 1804—Male Suffrage Won, 1821—Governor Yates—Martin Van Buren and the Albany Regency—Its Leaders—Freeing the Soil—Anti-Renters in the Helderbergs—"Big Thunder" Boughton—Blenheim Hill—Rensselaer "Indians"—Col. Walter S. Church—Court of Appeals Established—Susan B. Anthony and Elizabeth Cady Stanton Seek Woman Suffrage—Mayor Thatcher Protects Miss Anthony and Free Speech—Lincoln at Albany—Civil War Regiments—Tilden Breaks the Tweed Ring—Garfield and Arthur—The New Capitol.

The past century has witnessed the fruition of hopes of early Americans in an extraordinary way. A new civilization has been created, the most advanced the world has seen. One may well wonder that the Capital Region, which played so significant a rôle in the frontier times should have continued to blaze a path of progress during the new era. So venerable a community, which had undergone so much sacrifice, might have been expected to rest upon its laurels and with some contentment watch the procession go by.

Yet the record in this respect is just as clear for this age as it was when independence had to be won at the point of a sword. There was great vitality here when all America was new and virginal. That this vitality remained, to carry the region on to fresh goals, is evident in the experiments of Joseph Henry in old Albany Academy, which opened the doors of modern electrical science, the greatest single factor in our progress. The Edison Company, which grew into the General Electric at Schenectady, the world's largest electrical industry, was the modern outworking of the pioneer effort. From Stephen Van Rensselaer, a native son of the region, came the sponsorship of the first American school of engineering—the science that has constructed bridges, highways, skyscrapers, buildings of the modern age.

On the basis of these three contributions the region would bear a conspicuous stamp. But it has added much more to the general achievement. A native of Greenville in the Catskills devised the rotary printing press, and Warner Miller, of Herkimer, first made paper of woodpulp, an enormous boon to the publishing industry; a native of Johnsonville, in Rensselaer County, produced the sewing machine; a son of Central Bridge gave the air-brake to the world; along the Mohawk Valley home-grown industries grew into modern giants of carpet and rug weaving, glove making, and the output of matches, typewriters, brooms and machine made cloth, the foundation of modern textile fabrication.

There has been no halt in the productiveness of the region. Some industries have been swept away. Others ingeniously have taken their places. Education has radiated from the pioneer Union College, first higher institution in this area, until the region is dotted with modern temples of learning. And now there are fine central schools with superb facilities bringing to the rural areas the advantages of the city institution. Cities have been rebuilt with services affording modern convenience of living. The age of transportation has developed prodigiously since the early steamboat, canal and railroad, all of which have been mightily enlarged in their modern incarnation—with vast highway networks and swift airplanes added for new measure. Albany as late as 1932 opened a new world port, thereby reestablishing on the Hudson a deep water navigation that was a commonly accepted fact in the first two hundred years of its existence. Once again the ocean is brought up-State.

These are evidences of vitality and imaginative spirit in which the Capital Region may take just pride. The large proportion of native stock that figured in these achievements is truly impressive. For here, under modern circumstances, has been revealed the kind of persistence and ingenuity that have been touchstones of the American way of life. It is recognized that our standards as a Nation have been reached because of the incentive constantly placed before a people whose minds and bodies were unshackled.

No area in the land held a more important rôle in the winning of independence, as has been noted in the preceding chapters. It is commonly said that our unshackling came when the Revolution ended in triumph of our arms. But the Revolution, while it removed a bodily enemy, only established the principle of freedom. It was then left to the Republic to work out its own destinies with fear and trembling—an opportunity which had fallen to no other people on earth.

Before the modern era could arrive, the ability of men and women to enjoy these singular blessings had to be tested. Certain barriers had to be swept away. Their removal brought a fresh set of events to the Capital Region.

The region has a special record in the achievement of liberties won *after* the Revolution. These were vital to the progress of a large portion of the people. One of the earliest was the winning of the freedom of the press, which resulted from Alexander Hamilton's



Athens—Old Stone House Built in 1724

noted defense of the publisher of the Hudson "Balance," who had criticized President Jefferson and was accused of libel. Another was the freeing of the soil in the Anti-Rent wars, which struck down, amid riot and bloodshed, the vestiges of ancient feudalism which prevailed in the Hudson River and adjacent counties. The third liberty won was that of suffrage, male and female. In the latter work Susan B. Anthony, once a Canajoharie school teacher, and Elizabeth Cady Stanton, daughter of a Johnstown lawyer, were the great pioneers. Not until 1920 was the Nineteenth Amendment won. Neither Miss Anthony nor Mrs. Stanton lived to see the fruits of their labor. It is often forgotten now that woman suffrage was closely allied with abolition—an earlier emancipation.

Because they are indelibly a part of the record of the Capital Region, and were preliminary to the more liberal age which has dawned for men and women alike, we will briefly cite the principal facts of these outstanding events.

In 1803 Harry Crosswell, publisher of the "Hudson Balance," printed a violent attack on Jefferson, for which he was indicted by the Grand Jury of Columbia County. The times were marked by heated political controversy, in which it was customary for editors to speak their minds unrestrainedly. The question was whether Jefferson had been libeled. The case came to trial in February, 1804, in the courthouse at Claverack before Chief Justice Lewis. (Hudson later became the county seat.) Attorney-General Ambrose Spencer conducted the case for the people, William W. Van Ness and Alexander Hamilton were counsel for the defendant.

Many biographers of Hamilton, including Henry Cabot Lodge, assert that Hamilton was unable to attend the trial in Claverack, and in his absence Crosswell's political foes pressed their advantage. Tradition, however, says that Hamilton was there for the original argument, and evidence on the point is not conclusive. That he had often appeared in the courthouse in legal matters is evident. The courthouse, dating from 1786, for many years has been used as a private dwelling.

Data gathered by the Columbia County Historical Society indicate that the alleged libel was published in a new political publication, "The Wasp," which Crosswell issued under the name of "Robert Rusticoat," in answer to attacks made upon Federalists by another Hudson paper, "The Bee."

Following the old English law, which did not admit the truth or falsity of a published statement, the court instructed the jury to decide merely whether the alleged language had been published. On this basis, Crosswell lost the suit, and discontinued "The Wasp."

Hamilton's great effort in the case came not long after when he appeared before the Court of Errors at Albany to argue the appeal from Justice Lewis' decision. It is said to have been the last litigation in which he was heard. On this occasion, before an audience which crowded the court room, Hamilton spoke for six hours. Chancellor Kent has left a tribute to his eloquence which reveals the unmistakable impress Hamilton made upon his hearers. Kent's notes on the trial have been preserved. He described it as "the greatest forensic effort Hamilton ever made." Five months later he was slain by Aaron Burr, Vice-President of the United States. But so powerful

an effect had been aroused by his argument that the State law the next year was amended to give the press freedom, so long as it spoke the truth without ulterior motive and in the public interest. Thus fundamental right of free speech, already guaranteed by the Bill of Rights, won a final verdict in the State.

In enunciating the principle which has been of such great value to the maintenance of a free press, Hamilton said:

"The liberty of the press consists, in my idea, in publishing the truth from good motives and for justifiable ends, though it reflect on the government, on magistrates or individuals.

"If it be not allowed, it excludes the privilege of canvassing men and our rulers. It is vain to say you may canvass measures. To say that measures can be discussed, and that there shall be no bearing on those who are the authors of those measures cannot be done. The very end and reason of discussion would be destroyed.

"Of what consequence to show its object? Why is it to be thus demonstrated if not to show, too, who is the author? It is essential to say not only that the measure is bad and deleterious, but to hold up to the people who is the author, that in this our free and elective government, he may be removed from the seat of power. If this be not done, then in vain will the voice of the people be raised against the inroads of tyranny. For, let a party but get into power, they may go on from step to step, and in spite of canvassing their measures, fix themselves firmly in their seats, especially as they are never to be reproached for what they have done. This abstract mode, in practice, can never be carried into effect.

"But if, under the qualifications I have mentioned, the power be allowed, the liberty for which I contend will operate as a salutary check. In speaking thus for the freedom of the press, I do not say there ought to be unbridled license; or that the characters of men who are good will naturally tend eternally to support themselves."

MALE SUFFRAGE—THE ALBANY REGENCY

It seems strange now that somewhat more than a century ago in New York State the question of male suffrage was being agitated. A popular impression of the Revolutionary War is that it was fought by men who considered themselves equals in all respects due to the democratic air they breathed, and the sentiments embodied in the

Declaration of Independence. Legally, however, there was no such equality. The State in the Colonial period and through the Revolution was largely dominated by owners of landed estates and property owning merchants. Small tradesmen and tenant farmers had little voice in public affairs. After the Revolution the influence of family groups declined. At the State Constitutional Convention of 1821 property qualifications for male voters were lowered and what was called a "universal suffrage" was adopted. This provided that males of twenty-one years and over could vote if they had been residents of the State one year and of the town and county for six months, provided they had paid taxes within the year, had performed military duty or served as a fireman. Men with residence in the State of three years or over and in the town and county of one year, could vote if they had performed highway labor within the year or had paid an equivalent therefor. Negroes were not allowed to vote unless they had a freehold of \$250 or over and had lived in the State three years.

This move to democratize the ballot had important effects, one of which was to bring to the minds of tenant farmers on the ancient "manors" the importance of owning property. Those who could meet the minimum requirements found the exercise of the ballot an interesting and elevating experience. Historians generally date the rise of the modern State from the Constitution of 1821, since in addition to freeing the voters, two of the evils created by the State's first Constitution, the Council of Appointment and the Council of Revision, were abolished. This change, too, was significant. When John Jay wrote the early Constitution of the State men were gripped by antipathy for the tyranny which they were struggling to wipe out. They feared to place in the hands of the Governor either power to appoint officers or to veto legislation. Hence the councils were created. These, however, soon became notorious for the influence they exerted on State affairs. The Constitution, revised in 1821 and adopted by the people in 1822, gave the Governor the veto power for the first time and allowed him to fill judiciary and other posts except State officers elected by the Legislature.

Governor Joseph C. Yates, of Schenectady, who had been a Justice of the Supreme Court, was the first Governor to exercise these powers, and the first to name appointees to the bench. His election in 1823 was the first victory scored by the newly formed Albany Regency, a coterie led by Martin Van Buren, which thereupon began its long leadership of the Democratic party.

He was the son of Colonel Christopher Yates, of Revolutionary War fame, was a founder of Union College and the first mayor of Schenectady under its charter of 1798. He was the first Governor to come from the Mohawk Valley. He served as Justice of the Supreme Court from 1808 to 1822, and in 1828 was president of the Electoral College. Up to 1821 the Supreme Court consisted of the Chief Justice and four Associate Justices. The 1821 constitution cut the number of justices to three. The Court of Appeals then consisted of the Chancellor and the Supreme Court Justices sitting as a Court of Errors.

As Governor, Yates recommended the adoption of the measure which defined the powers and jurisdiction of the Courts of Common Pleas and of General Sessions, outside of New York City, besides fixing the terms of the Supreme Court and authorizing the appointment of a Reporter. At Yates' suggestion also a law was enacted whereby tenants who paid taxes were declared voters as though they were freeholders.

His first nominees for the Supreme Court were Ambrose Spencer, Jonas Platt and John Woodworth. Judge Spencer, formerly of Hudson and later mayor of Albany, served on the bench from 1805 to 1823, and as Chief Justice since 1819. His appointment was rejected by the Senate, as was that of Platt. Woodworth was confirmed, and the Governor sent in two other names which were accepted. Yates also nominated the county judges, surrogates and notaries. It was said a thousand office seekers besieged Albany. The wrangling for posts prevented Yates' renomination for Governor. He retired, dying in 1837.

Original members of the Regency were Van Buren, Samuel A. Talcott, William L. Marcy and Benjamin F. Butler. Van Buren and Butler came from Columbia County, and were close friends and associates. Van Buren, descendant of an early Dutch settler at Rensselaerwyck, was born at Kinderhook, December 5, 1782. He left Kinderhook Academy when he was fourteen, entering the law office of Francis Sylvester of Kinderhook, where he studied until his twentieth year. He then continued legal preparation with William P. Van Ness, in New York City. Van Ness, a Columbia County man, and one of the most eminent lawyers in the State, was a close friend of Aaron Burr, Vice-President of the United States.

After a year in New York City, Van Buren returned to Kinderhook, forming a law partnership with his half brother, James J. Van Alen. He followed his admission to the bar in 1807 by his mar-

riage to Hannah Goes, of Catskill, like himself of Dutch descent. At the age of twenty-six, he was appointed surrogate of Columbia County, succeeding his partner, Van Alen. Thereupon he moved to Hudson, a fast-growing city offering numerous opportunities. He quickly gained prominence at law and having won a good living, turned his attention actively to politics.

In 1813 he was elected to the State Senate and in 1815 became Attorney-General, one of the principal officers of the State. He was removed in 1819 by the Council of Appointment, which had turned Federalist, indicating that the system of party preferment was not unknown before Marcy uttered his famous dictum, "to the victors belong the spoils."

Van Buren moved to Albany in 1816, where he made his home until appointed Secretary of State by President Jackson in 1829. His career was meteoric. Forming a law partnership with Benjamin Butler, he established a position of dominance in political affairs. Mrs. Van Buren died in Albany in 1819. Of their four sons "Prince John" became the most distinguished. Van Buren was elected to the United States Senate in 1821, remaining in that body until he became Governor in 1829. In Washington he became an important figure, and at Albany through his affiliates on Capitol Hill controlled party affairs.

The Federalists were weakened by the election of Jefferson and further depleted by the death of Hamilton in 1804. The Democratic party (then known as Republicans) became ripe for party schisms and in the tangled conditions that followed Van Buren astutely forged his way to the front. His vote helped to swing the adoption of the Erie Canal bill, although he disliked DeWitt Clinton. He was a member of the Constitutional Convention of 1821. In 1824 all four Presidential candidates were nominally Democrats, a circumstance which resulted in new lines of cleavage. Thereafter the Republicans were known as Democrats, devoted to states' rights principles; while the more Federally inclined became the Whigs. The Whigs, just before the Civil War, evolved into the modern Republican party.

Van Buren was elected Governor in 1828, taking office in January, 1829. He chose the Stevenson mansion, 92 State Street, for his residence. He was appointed Secretary of State by Jackson on March fifth, and promptly resigned his office in Albany. He assumed his duties in Washington in April. In his brief term as Governor, Van Buren delivered what has been called "the best executive message ever communicated to the Legislature." It was distinguished, among other

things, by his recommendation of a bank deposit insurance plan, subsequently enacted. Only State-wide in effect and starting under adverse conditions, the safety bank plan did not have sufficient reserves to meet the emergency when called upon by the distressing conditions created by Jackson's banking muddle. Nevertheless, Van Buren deserves to be known as the father of the principle on which the Federal Deposit Insurance Corporation protects bank deposits today. As President, Van Buren gained lasting fame through his measure creating an independent treasury, divorcing banking from the State, which has been the great protector of the national finances.

In 1831, resigning from the cabinet, he was appointed Minister to Great Britain, and as an interim appointee spent several months in London, where Washington Irving was in charge of the American legation. His appointment being unconfirmed by a hostile Senate, Van Buren returned home to find himself a hero. He was elected Vice-President the next year and in the campaign of 1836 realized his ambition of becoming President.

This brought Van Buren, of humble birth, to the epitome of his career. He was the recognized head of his party in the Nation and through the Albany Regency dictated the policies of his own State. His term was, however, marred by the panic of 1837, the culminating effect of Jackson's banking mix-up, and in 1840 he was defeated for a second term by General William Henry Harrison, the Whig candidate, hero of Tippecanoe. Although the electoral vote of 1840 was 234 for Harrison to 60 for Van Buren, the popular vote was much closer, Harrison receiving 1,275,017 and Van Buren 1,128,702. In 1848, as a Free Soil party candidate, he ran a poor third. Upon this defeat, Van Buren remained at Kinderhook, living in retirement at Lindenwald until his death in 1862, except for three years spent in Europe.

His career has thus fully been sketched because he was the first President who was not born a British subject; and was a product of this region. His occupancy of Lindenwald, where he reigned as a sage, had its interesting side. The old mansion was built in 1797 by William P. Van Ness (Burr's second in the duel with Hamilton). Washington Irving had been a guest there and the house was the show-place of the region. It is told that Van Buren as a young lawyer, son of the local innkeeper, was once shown the door by the choleric old Judge Van Ness and thereupon vowed he would one day own the place.

After he had served at the Court of St. James and during his European sojourn the years 1853-55, Van Buren gained a great fondness for Italian architecture. On his return home he remodeled the old house and added the exotic bell tower which still distinguishes the structure. Various attempts have been made to have the property acquired by the State for preservation because of its historic interest.

Benjamin F. Butler, his Columbia County colleague in the Regency, was born at Kinderhook Landing, moved to Albany with Van Buren in 1817; became district attorney of Albany County, 1821-25; Assemblyman in 1828; United States Attorney-General in 1833; and Acting Secretary of War for a brief period.

An outstanding member of the Regency, William L. Marcy, was born at Southbridge, Massachusetts, trudged his way afoot to Rensselaer County as a lad; served in the War of 1812; studied law and became recorder of Troy, a post to which Governor Tompkins appointed him. Joining Van Buren's group at Albany, in 1821 he was made adjutant-general. At this time also he was editor of the Troy "Budget." In 1829 he was named Justice of the Supreme Court. Later he served in the United States Senate and three times was elected Governor (1833-39). His most noted speech was in the Senate when he expressed sympathy with the view that "to the victors belong the spoils of the enemy," a policy exemplified in the practical politics of the Regency. His fame has been perpetuated in the naming of Mt. Marcy, the State's highest peak, after him. As an officeholder he had a remarkably diverse record. It included service as Secretary of War under President Polk and Secretary of State under President Pierce. Upon him largely fell the conduct of the War with Mexico.

Samuel A. Talcott, the other original member of the Regency, was a luminary of the New York bar. Others who became identified with the Regency, then and later, included Edwin Croswell, Benjamin Knowler, Silas Wright, Azariah C. Flagg, Thomas W. Olcott and Charles E. Dudley. Still later were Horatio Seymour, Dean Richmond, Samuel J. Tilden, Erastus Corning, Sr., and Daniel Manning.

Croswell, born at Catskill, became editor of the Albany "Argus," which attained national distinction as the Regency mouthpiece. Benjamin Knowler, Thomas W. Olcott and Charles E. Dudley were Albany bankers and businessmen. Silas Wright became Governor, as did Seymour and Tilden. The latter, born at New Lebanon, Columbia County, in 1814, was the first Governor to occupy the present Executive Mansion. Tilden rose to fame for his exposé of

canal frauds and breaking up of the notorious Tweed ring in New York City. In 1876, nominated for the Presidency, he polled a majority of the popular vote, but in a close contest lost the electoral vote to Hayes by a single ballot. Erastus Corning, Sr., was the organizer of the first New York Central Railroad, Dean Richmond afterward holding the presidency of the road. Daniel Manning, a banker of Albany, became Secretary of the Treasury.

The Regency was praised by its most ardent foe, Thurlow Weed, who said in his "Autobiography" that he "had never known a body of men who possessed so much power and used it so well." It was Weed's fate to become the great leader of the Whig party in the State, as editor of the Albany "Evening Journal," which he founded in 1830. A native of Catskill, he found himself locked in battle with his boyhood companion, Croswell, of the "Argus." Weed, with the aid of Horace Greeley, in 1838 helped to bring about the defeat of the Regency in the State elections. Weed, in later years, as a Republican adviser and friend of Lincoln, greatly aided the Emancipator during the troubled days of the Civil War.

Enos T. Throop, born in Johnstown, Montgomery County, in 1784, became the twelfth Governor of New York, serving from 1829 to 1832. As Lieutenant-Governor he became acting Governor when Van Buren left Albany to become Secretary of State. He had risen to political prominence as clerk of Cayuga County and Circuit Judge. He was elected Governor after filling out Van Buren's unexpired term. During his régime, legislation was adopted abolishing imprisonment for debt.

GOVERNOR BOUCK

New York's first and only farmer Governor was William C. Bouck, descendant of a Palatine family, who was born at Fultonham, Schoharie County, in 1786. Raised in a farming community, Bouck early displayed leadership among his neighbors. While a young man, he was appointed sheriff and discharged his duties so well that he was elected to the Assembly, serving from 1814 to 1818. In 1820 he was elected a State Senator, and having attained much personal popularity, was appointed a member of the Canal Commission by vote of the Legislature with but one dissenting ballot. While this was a non-salaried position it ranked as a high honor. Bouck faithfully performed the duties of the office for nineteen years, having charge of the construction of the western end of the first Erie Canal, between Brockport and Buffalo, including the passage of the ridge at Lockport, considered the most difficult part of the entire construction.

The assiduity Bouck displayed in these duties made him a notable figure. In an address in 1936 on Governor Bouck's life, Judge Dow Beekman, of Middleburg, said:

"He did not sit in an easy chair in his office and superintend the work of that great enterprise, but personally went on horseback or on foot along the canal to inspect the excavations and see whether the contractors were meeting the specifications of their contracts. In those days when bank checks were considered somewhat uncertain in value, he frequently carried large sums of money and 'tis said that during the season of active operations he carried as much as \$100,000 and payments were made in notes of the Albany banks instead of drafts. On many of his visitations to the canal he rode an animal which became famous as 'old Whitey' and indeed his horseback rides took such hold upon the fancy of the public that we are told the newspaper alluded to the Governor as 'Old White Horse.'"

In 1840 he was unanimously nominated Democratic candidate for Governor, opposing William H. Seward, later a United States Senator and member of Lincoln's cabinet. Seward won, but only by 5,203 votes. In the election of 1842 the Democratic convention at Syracuse nominated Bouck again. At that time the Democratic ranks had been split by factional battles, and a similar condition existed among the Whigs. Bouck and Daniel S. Dickinson were nominated for Governor and Lieutenant Governor by acclamation.

The election was marked by the first appearance of the Abolition party, evidence of the impending issue that thereafter never died until quenched in the fires of the Civil War. In the three-cornered election contest, Bouck carried the State by almost twenty-two thousand votes, the Whigs running second and the Abolitionists a poor third with seven thousand two hundred votes cast.

As Governor, Bouck exhibited a practical attitude toward public affairs, avoiding ostentation and urging a conservative spending policy upon the State. He had been advised to bring his best span of horses and carriage from his Schoharie farm to Albany, and also to keep several servants, but soon found this equipage expensive and dispensed with it. He told a friend that he did not find walking to church made any difference in the welcome he received, and he "felt better" when he had "reduced our expenses to within my salary." The Governor added, according to an account quoted by Roscoe:

"When I return to private life, I shall feel that while I was Governor of the State I did not set an example for extravagance in any respect which might be the means of ruining any one."

One of the events of his term was a parody, composed on his first annual message to the Legislature, written in Dutch dialect. His political foes referred to it as "the sauerkraut message" and further humor was occasioned by the satirical "Sauerkraut Letters" ema-



Columbia County House of History, Kinderhook

nating from an opposition pen in Schoharie County. His term was marked by partisan bickering over appointments and a division of opinion as to whether a constitutional convention should be called to prohibit the power of the Legislature to entail debt upon the people. Governor Bouck felt the result could be obtained by legislation rather than a convention. In 1844 Mr. Van Buren at first favored Bouck's renomination, but finally turned to Silas Wright. Bouck was a conspicuous figure at the Constitutional Convention of 1846, which accomplished important changes, including the complete removal of

property qualifications from male voters, and dealt with the stern issues arising from the Anti-Rent War.

THE ANTI-RENT WARS

The freeing of the land on which feudal leaseholds were maintained was one of the anachronisms of New York State history.

As nearly forty years elapsed from the end of the Revolution until men won a more liberal suffrage, so the struggle to break the ancient perpetual leases which bound the farm lands of Albany, Rensselaer, much of Columbia and parts of Greene and Schoharie counties occurred long after the guns of Saratoga supposedly set men free.

The Anti-Rent Wars furnished a strange spectacle of a people living under a democratic form of government who in many instances were still subject to feudal leaseholds and dues. Oldest of the manorial lands were those of the Van Rensselaers, which by 1840 had been owned by one family for more than two centuries. The Van Rensselaer acres stretched across Albany and Rensselaer counties and through the center of Columbia County. The main purchases from the Indians were accomplished between 1629 and 1649.

Following this example Robert Livingston set up the Livingston Manor in southern Columbia County in 1686. Feudal land tenures were exercised in other land grants, such as the great Hardenburgh Patent of Delaware, Greene and Ulster counties; the Scott and Blenheim Patents in the southerly part of Schoharie County, and a number of smaller ones.

Until the death of Stephen Van Rensselaer, the "last patroon," on January 26, 1839, there had been only spasmodic evidences of rebellion among the tenants. This Van Rensselaer had lived a noble life of usefulness, aiding many public causes, occupying positions of trust, justly famed as a patron of education and science through his founding in 1824 of Rensselaer Polytechnic Institute. During his lifetime he had granted many favors. He had given lands to churches in the Helderbergs and elsewhere; had revoked leasehold terms for various individuals, including some who loyally raised wheat for the patriot army in the Revolution. Other leases he had not been particular about enforcing. The leases customarily called for flat sum rentals to which were added certain feudal dues from the yield of the farm, such as a quantity of wheat, "four fat fowls" or other specified goods.

These the tenants were required to bring at the appointed time each year to the manor office, and besides give a day's service to the

"lord" with horse and wagon, or pay an equivalent sum. Often the farmers had to wait in long lines until their contributions were checked in, and the whole procedure was felt to be degrading.

For the landlords it could be said that the legality of their ownership was never successfully contested. The original purchase in Dutch days was confirmed by patent under the British Crown; and the Revolution itself confirmed all patriot property owners in their vested rights. In 1782 the State abolished the feudal primogeniture, giving to all children equal inheritance in estates. In order to assure the continuance of the property in the family, Van Rensselaer (with aid of Alexander Hamilton, it is said) drafted a new form of conveyance. This granted property in fee but reserved certain "rents" to the original landlord, among which were the familiar feudal dues of wheat, fat fowl, day's service, and the iniquitous "quarter-sale," under which each time the property was sold a quarter of the sale price went to the Van Rensselaers. No sale could be effected without the landlord's consent. On the Livingston estate, to sell a farm before the expiration of a lease, the lessee must pay the manor lord one-third of the purchase price. Records of eight adjoining farms of 150 acres each in Rensselaer County showed that from the time they were settled down to 1850 an average of \$660 for each had been paid as purchase to the landlord under the quarter-sale. One farm of two hundred acres was sold six times after 1790, the landlord obtaining about \$200 on each sale. However, it has to be considered that many of the settlers, even after the Revolution, were enabled to get their start in life by locating on undeveloped lands of the estates, on which the patroon customarily forgave rentals over long periods. Originally, the patroons built the farm buildings, stocked the farms with cattle and brought the settlers over at great expense to found a colony.

There were uprisings as early as 1751 on the Livingston Manor, due principally to confusion over the location of the eastern New York State border. Massachusetts settlers encroached on the manor, and refused to pay rent to the Livingstons when it was found they were on manorial land. In 1795 tenants at Livingston asked the Legislature to investigate the manorial title.

The death of Stephen Van Rensselaer found the situation much changed. More than half a century had elapsed since the Nation had won its independence. Within the past twenty years activity of the

average man in political affairs had continually increased. It seemed inconsistent for the tenant farmers of the manors to keep on paying rent and performing feudal duties. Others had not paid rent for a long time because of the reluctance of the old "lord" to insist on payment. When Stephen died in his manor house north of Albany he left uncollected rents amounting to \$400,000. He directed that his debts, which were great, be satisfied from these outstanding dues. Stephen Van Rensselaer, Jr., his eldest son, charged with responsibility for settling the West Manor estate, notified the delinquent farmers that they must pay up. His brother, William P. Van Rensselaer, who inherited the East Manor, took similar action.

This started the deluge. In the spring of 1839, not long after the elder Stephen's death, farmers of the Helderberg region, many deeply in arrears, conducted a meeting in Berne, at which they decided to send a committee to call on the new landlord to learn on what terms the farms could be purchased. Lawrence Van Deusen, of Berne, was chairman of the committee, which called at the North Albany manor house May twenty-second. Stephen, Jr., declined to see the delegation, but promised to write them a letter. Several weeks elapsed before he sent the letter. When its contents were made known the mountain residents were thoroughly aroused. Mr. Van Rensselaer declined to sell on any terms, demanding full payment on all leases.

Wild excitement seized upon the area. The farmers in the neighboring towns of Westerlo, Rensselaerville, Berne and Knox conducted rallies, determined to oppose the collection of rents and ostracized those who yielded to the terms of the landowner. Thus began the "Helderberg War." A series of violent outbreaks followed. During the next quarter century there were three invasions of the mountains by large armed forces to establish order and execute court orders. Sheriffs and deputies were constantly being called to face the hostile countrymen. Shots were fired. Many were injured. Berne, in the heart of the affected area, became the "Capital" of the revolt and the place where the first State convention of the Anti-Renters was conducted.

In Albany County there were about one thousand four hundred farms on the manorial lands and in Rensselaer County one thousand six hundred. There were several hundred other farms under leaseholds in Schoharie, Columbia and Greene counties. The movement spread to all of them, tenants refusing to pay the arrears and demanding the right to buy. Against threats of eviction they prepared resistance.

The first Helderberg invasion came in December, 1839, when Sheriff Michael Artcher, of Albany County, set out with a posse of six hundred citizens to serve ejectment papers. Near Clarksville more than four hundred residents of the Helderberg met them. Artcher went on with seventy-five of the posse to Reidsville, where eighteen hundred men barred the road. The Anti-Renters told the sheriff to go back home, and the official decided in view of the number of his opponents that this would be the wisest course.

Trudging to Albany, though much fatigued, he obtained audience with Governor Seward requesting the militia be called out. The Governor, after an investigation of the facts, advised the sheriff to get warrants for the arrest of all who had opposed him, and ordered out military companies from Albany and Troy and a detachment from Montgomery County. The latter soon returned home after assisting in the service of some of the writs. Among the military units responding were the Albany Burgesses Corps, Albany Union Guards, Albany Republican Artillery, two companies of Van Rensselaer Guards, Troy Artillery, Troy Citizens' Corp and Troy City Guard, all militia units of long standing.

After spending a week in the mountains, during which many arrests were made, farms levied and crowds dispersed, order was restored and the expedition returned to Albany. It was found to have cost the State \$5,316.07. But enforced peace was not to last. The farmers set loose a flood of petitions upon the Legislature, which were joined in by residents of fifteen counties asking for equitable adjustment of the problem. A legislative commission was appointed to bring Van Rensselaer and the tenants together. The former then offered to sell the lands at four dollars an acre, release the quarter-sale provisions for two dollars a year and cancel the old wheat, fowls and service rent for thirty dollars a year. It was stipulated, however, that all arrears must be paid, including interest from the death of the late proprietor, Stephen Van Rensselaer. The only exceptions were in cases of persons ill or impoverished.

As might be suspected, the terms did not satisfy the tenants. Once again the farmers adopted a course of resistance. In 1841 Sheriff Adams, attempting to make a sale of property from which a non-paying tenant had been ejected, found no bidders. Such was the temper of the neighborhood that the buildings, if sold, would have been reduced to a mass of charred ruin by morning.

In 1841 the Anti-Rent party came to the fore and "Down Rent" was the battle cry. Throughout the region, where old leaseholds

existed, farmer bands dressed as "Calico Indians" terrorized posses and sheriffs. The chief elements of the weird costume were a sheepskin thrown over the head, with holes cut for the eyes, nose and mouth and a woman's calico dress, fastened with a belt. Sometimes the headdress was ornamented with feathers, or cow's horns. Those who were not "Down Renters" were called "Up Renters."

During the summer of 1844 "Calico Indians" in Columbia County harassed the sheriff and his posses, seizing their writs. In Rensselaer County two deputies were tarred and feathered and a man shot and killed. Burning of tar barrels along the roadside was one of the most frequently used warnings to the forces of the law.

The revolt on the east side of the Hudson was led by Dr. Smith A. Boughton, formerly of Alps, Rensselaer County, called "Big Thunder," a chief of the "Calico Indians." Mortimer S. Belding was "Little Thunder." Sheriff Henry C. Miller, of Columbia County, set out with a deputy to sell the farms of Stephen Decker and Abraham Vosburgh in the town of Copake in December, 1844, when they heard tin horns blowing near Ancram. This was a favorite signal of the Anti-Renters and the sheriff and his aid took refuge in the back room of a tavern. They were forced to give up their writs, which were burned in a bonfire, and were then released. Not long after the sheriff raided an Anti-Rent gathering in a tavern at Smoky Hollow, near Hollowville, where during a celebration a youth named William Rifenburgh had been killed. The sheriff surprised Boughton, Belding and some other leaders and took them to Hudson, where they were held for robbery. Numerous threats were made by the Anti-Renters that they would free Boughton from the jail, and the Albany Burgesses Corps, Rondout Guards, Catskill Volunteers, Hudson Light Guard, and other militia were called. The jury at first disagreed, but later convicted the Anti-Rent leader, who was sentenced to prison for life. During the trials, Hudson became virtually an armed camp. Boughton's prosecutor was no less personage than "Prince John" Van Buren, of Kinderhook, son of the President, appearing in his capacity as State Attorney-General.

With Boughton's conviction, the Anti-Renters had a new bond and their efforts turned toward the political arena.

Schoharie County, too, was alive with excitement. In 1840 farmers on leaseholds in the southern part of the county gathered at the Brimstone Methodist Meetinghouse, on Blenheim Hill, to consider a plan of action. Lorenzo Dow had preached in the crossroads church in 1830. In 1843 an Anti-Rent Society was formed, after a

meeting in the same building, and a declaration of "principles" was drawn up. This complaint contended the tenants had to pay all the taxes on the land in addition to the patroon's rent; that the "patroon" had a right to collect rent while the tenant had no right to contest it; that the tenants were politically influenced by the landlords. They urged a constitutional amendment to end the feudal system.

In celebration of this demand for liberty, a flag was run up on a pole on the hill with the legend, "Down With The Rent." Three "tribes" of "Calico Indians" were formed, the chiefs being Christopher Decker, of Blenheim Hill, "Black Hawk"; Henry A. Cleveland, Dutch Hill, "Red Jacket"; and John McEntyre, Gilboa, "Tecumseh."

When Sheriff John S. Brown and his deputy, Tobias Bouck, went to North Blenheim in 1844 to serve ejectment writs in Blenheim, Jefferson and Fulton, they were surrounded at Fink's Tavern by two hundred "Indians." The two were marched to Fredus Baldwin's farm, where a fire was built and the sheriff relieved of the writs, which were burned. The officials were released. The sheriff returned with a posse, arrested several of the recalcitrants and forced others into hiding. Smith Peaslee, on whose farm the "down renters" drilled, was shot in the back while carrying food to fugitives in the woods. The prisoners were taken to Gilboa, but later released.

On January 15 and 16, 1845, in the Lutheran Church at Berne, Albany County, two hundred delegates representing eleven counties, met in convention. Arthur B. Gregg, Helderberg historian, notes in "Old Hellebergh," that this was the first State convention of the Anti-Renters. Dr. Frederick Crounse, of Altamont (then Knowersville) was chairman. As a result of the meeting a weekly publication was begun called the Albany "Freeholder." It was published until 1854, as the organ of the farmers' revolt. From the meeting also came the movement which led to the election of John Young, a Whig, of Geneseo, as Governor, with the backing of the Anti-Renters. At the time of the political nominations, the Anti-Renters sounded out the candidates on the matter of granting pardons to Dr. Boughton and the other defendants at Hudson. Young agreed to aid them and was elected over Hamilton Fish by a majority of 11,572. The pardons were duly issued. That year (1845) a deputy sheriff was slain at Andes, Delaware County.

The embattled farmers accomplished one thing more. Their petitions for revision of the land laws of the State were a major factor in the call issued for a constitutional convention in 1846. They then had the satisfaction of seeing feudalism swept officially away in a

provision of the revised Constitution prohibiting the leasing of agricultural lands for longer than twelve years. All feudal tenures of whatever description were abolished except where rents and services were already created or reserved. Lands were declared allodial. Today the same prohibition governs agricultural leases.

It seemed as if the battle was entirely won, but it was found that while the new constitutional provisions covered new leases, they did not relieve the present leaseholders. Hence the contest did not end at that point, and many years elapsed before the warfare actually died out.

It was still going on in a desultory way in 1869 when Deputy Sheriff Willard Griggs, of Alps, set out to dispossess William Witbeck, occupying a prominent farm near Defreestville, in Rensselaer County, almost within sight of Albany. The Witbeck farm, owned in recent years by W. Leland Thompson, was once a hotbed of Anti-Rentism. Witbeck had paid rent claims excepting the cost of the suit. Griggs was pulled from his wagon, shot and left by the road. He died the next day. His tombstone in Sand Lake Cemetery records that he was "shot in the fearless discharge of his duty as Deputy Sheriff in executing process and died August 2, 1869, aged 58 years." The Witbecks were acquitted. In all, there were three killings in Rensselaer County. Elias Smith, Grafton, a laborer, had purchased some lumber from the landholder for a friend, and was halted by a band of "Indians" on the Grafton Road, who challenged his right to do so. Smith replied that he would buy what he needed where he chose. A quarrel followed in which Smith was shot and killed. Another fatality in the war occurred in Nassau. Hoag's Corners was a rendezvous of Anti-Renters. On several occasions the militia were called from Albany and Troy, marching through the county to restore order.

The later period of the conflict in Albany County was marked by the activities of Colonel Walter S. Church, who bought up Van Rensselaer leases and devoted himself with amazing courage and assiduity to the collection of rents. Colonel Church bore a charmed life. He acquired his first leases in July, 1853, at prices of fifty to sixty cents on the dollar from the Van Rensselaer heirs, and continued his career unscathed to his death December 8, 1890.

Research has revealed that Church was a second cousin of Stephen Van Rensselaer, Jr. He was the son of Judge Philip Church, of Angelica, Allegany County, New York. His grandfather was John B. Church, member of a prominent English family, who married Angelica Schuyler, daughter of General Philip Schuyler, of Albany, about 1775.

John Church for a time, due to family reasons, used the *alias* "John Carter." Philip, child of this marriage, was born in 1778, and as the account is given by the Church family it was he and not Catherine Schuyler who was rescued from a cradle when the Tories and Indians attacked Schuyler mansion near the close of the Revolution. Philip Church in later life became a judge at Angelica, a town named for his mother, where the family had estates. It was said Judge Church exhibited a scar from the Indian's tomahawk which grazed him as he was carried hastily upstairs, the mark of the weapon being visible in the stair rail of the mansion today. Margaret Schuyler, daughter of the general, married Stephen Van Rensselaer, the last patroon.

Undoubtedly it was through his relationship to the Van Rensselaers that Colonel Church came to be interested in the leaseholds. In October, 1852, the Court of Appeals had ruled that the reversion of estates was in the State itself, which signalled the end of feudal inheritance. Rioting among the farmers had not died out. Only a few weeks before a deputy sheriff named Fish had been tarred and feathered. Stephen and William Van Rensselaer now offered to dispose of their leases to anyone who would buy them. Church acquired thirty leases in the first lot.

In his efforts to enforce collections Church was often shot at from behind fences while riding into the Helderbergs, but always escaped injury. During his career he carried on two thousand lawsuits. His boldest stroke was obtaining appointment as colonel of the 25th Regiment of the New York State Guard. Then at the head of this command, during the late years of the Civil War, he marched through the Helderberg region dispossessing those who resisted him, stationing guards to prevent reoccupancy. One of the homes thus visited was that of Peter Ball in Berne in 1865. This was followed by a violent raid in the town of Knox in 1866, when the Warner and other farms were visited. The Warners finally agreed to give a mortgage covering rent and claims amounting to four thousand dollars. But, having no money, it was said they never paid the mortgage.

The eviction of Ball was the subject of a battle on the floor of the Legislature for legal reform. Assemblyman John I. Slingerland on March 13, 1860, made an impassioned plea reviewing the struggles of Ball to prevent the ejection. Gregg quotes the speech as follows:

"There lives (or did live, for God only knows where he find shelter now) in the town of Berne, in this County (Albany) an honest, industrious, respectable and very much respected farmer by the name of Peter Ball.

"Many years ago this man purchased a farm, paid a full equivalent for it, and supposed that it was his. With the commendable spirit of every man who owns a piece of his mother earth, and who has a family to provide for, he proceeded to improve and embellish it. In the prosecution of this enterprise, he spent the dew of his youth and exhausted the vigor of his manhood. In these efforts he was seconded by his partner in life, whose industry and frugality had with his a common object. As his children grew up, they too contributed their mite to the common stock.

"The result of their united efforts of toil and deprivation was a home in the most sacred and endearing sense of the term—in the sense that many of your gentlemen of the Assembly use the word—a place where not only your dear ones dwell, but a place the very trees and brooks and stones of which have become objects of affection.

"At length, he is called upon to pay a tax for the privilege of enjoying these possessions of his. Questioning the propriety and legality of this demand, and acting under what he considered sound legal advice, he declines to accede to the demand. To bring him to terms, recourse is had to law. He resists, as any high-minded, independent man would. He is beaten, but in the honest belief that he is right, he carries the case upward, from court to court, till the extreme is reached, and he finds that the original demand of \$150 has swelled by costs to \$900. But this could be borne.

"This sum could be paid and would have been paid, had it been just. At this stage in the proceedings, that infamous law, the fifteen days' notice act was brought into requisition. He was notified that unless the judgment was satisfied within fifteen days this home that he had been years in establishing, which he supposed no power on earth could wrest from him, must be abandoned.

"Believing that such a monstrous wrong would not, nor could not be perpetrated in a free country, he pays no attention to the warning, and both he and his innocent family slept in fancied security, unconscious of the destruction that hovered over them.

"Now, mark the sequel.

"On the most inclement day that has been experienced during the past winter, in the 17th day of February last, the sher-

iff and his posse, fifteen or twenty in number, headed by the claimant of the farm, armed with pistols, clubs and handcuffs, proceeded to the residence of Mr. Ball to serve a writ of ejectment. . . . In this state of the weather, the company proceeded to Ball's residence, drove the whole family including the children and a sick woman into the highway and piled the contents of the house around them. . . . They were left exposed upon the highway to the tender mercies of a driving snowstorm until relieved through the hospitality of their neighbors.

"Gentlemen, all this has transpired within a few weeks and within a few miles from where you are seated, within the same state in which you reside, under the same laws to which you must render obedience, and I now ask you, in the name of Freedom, in the name of Humanity will you permit a similar scene to be enacted within the limits of the State whose laws you make and whose laws you can repeal?"

That the plight of the Ball family was relieved may be judged from an account in the proceedings of the Land Holders Convention of 1866, which stated: "Although five hundred Anti-Renters were on the ground before the work of dispossession was finally completed yet they made no resistance. When the armed band disappeared, Peter Ball and his family quietly resumed possession of his dwelling house and farm."

Elias Warner, living at Warner's Lake, told Mr. Gregg in 1936 that the Anti-Rent wars provided plenty of excitement. "These were stirring times," he said. "The nights were made hideous by the Anti-Renters riding by on horseback and blowing horns. Anyone who paid his rent was hated, and they would cut the tails off the horses belonging to such people. Many a night my father sat up in the barn to watch his horses."

Most of the leases in time were adjusted by some form of payment and titles issued in fee. In Schoharie County landholders sold out for as low as \$1.50 and \$1.75 an acre. In recent times, some instances have been related where ancient feudal requirements on the old manors had not been fully extinguished by release, and only were disclosed when the titles were searched. Only about five hundred acres remained in the Van Rensselaer estate in 1940.

In 1885 Colonel Church built a large summer hotel on the heights of the village of Altamont, which he named "Kushaquá." He lost heavily in the venture, and by the time of his death in 1890 mortgaged

some of the farms he had seized from tenants. The cry "Down Rent" is no longer heard. In justice to Colonel Church it should be stated that the law was always on his side.

COURT OF APPEALS ESTABLISHED

The Constitutional Convention of 1846, which limited land tenures, effected notable changes in the judicial system, which the people ratified. Judges were made elective; the Court of Chancery was eliminated; the Court of Appeals of eight members created. A Supreme Court was enlarged to thirty-two members, four each from eight judicial districts. Inferior courts for civil and criminal jurisdiction were established in the cities. The new constitution removed the property qualification for voters, except Negroes. It also forbade the Legislature to create debt without express permission of the voters at the polls.

AGE OF REFORM—ABOLITION—TEMPERANCE—SUSAN B. ANTHONY AND ELIZABETH CADY STANTON, WOMAN SUFFRAGE PIONEERS—CIVIL WAR—THE TWEED RING.

The battle to free the farm land in the Anti-Rent War was accompanied by movements looking toward the reform of other conditions. With the abolition, temperance and woman suffrage movements, the Capital Region was particularly concerned. Abolition of slavery was closely connected with the effort to give women the vote, and the two great pioneers of the latter cause, Elizabeth Cady Stanton and Susan B. Anthony, first of all were interested in freeing the Negro. The course of history led the Nation through the Civil War to break the grip of servitude. In virtually every community in the land there are memorials to the heroes of that conflict.

The great sweep enjoyed by the cause of temperance a century ago revealed that the era of the lusty, hard-drinking, hard-fighting trail blazer of the frontier was over. The temperance movement attracted support from many sources. One of the leading champions was E. C. Delavan, Albany hotel man. The New York State Temperance Society was formed in 1829 and, in 1831, the publication of the "Temperance Recorder," its official organ, was begun at the State capital. For some years the society exerted a strong influence. There were fourteen societies in Albany alone, having over four thousand members. In the State more than two hundred and fifty thousand joined the movement. It lost some converts when teetotalism began to be advocated, and was a forerunner of the move-

ment which produced eventual national prohibition, followed by its repeal in the Franklin D. Roosevelt administration.

Abolition of slavery was advocated in New York State for more than half a century before the Civil War. The State itself adopted an Act in 1799 under which slavery was eliminated by 1827. The first national convention of the Abolition party was conducted in Albany beginning April 1, 1840, following a preliminary meeting in



(Courtesy of the Albany Chamber of Commerce)

Albany Sky Line

Warsaw, Genesee County. This has remained Albany's only national political convention.

At the Albany convention delegates were present from six states. James G. Birney, of New York, but formerly of Kentucky and Alabama, was nominated for President. Thomas Earle, of Pennsylvania, for Vice-President. For Governor of New York the convention chose Gerrit Smith, the famous Peterboro leader. Both the national and State campaigns which followed were spectacular, since this marked the formal entrance of the abolition issue. The Abolitionists polled very few votes, but the major parties were forced to take note

of the issue and heated debates followed. Van Buren was opposed for President by General Harrison. The rival political cries were: "Tippecanoe and Tyler, Too" and "Van, Van a Used Up Man." Harrison won the election, but Tyler, becoming President after Harrison's death, turned to the Democrats and the Whigs lost the effect of their victory. In the State contest, Seward defeated Bouck for Governor by a small margin and Gerrit Smith polled but 2,662 votes.

As an aftermath of the campaign, John C. Spencer, a native of Hudson and Union College graduate, was appointed Secretary of War in Tyler's cabinet and afterward Secretary of the Treasury, resigning in 1844. He had served in numerous State offices. He died in Albany in 1855.

Elizabeth Cady Stanton, the woman suffrage pioneer, was born at Johnstown in 1815, daughter of Judge Daniel Cady, who went to the Mohawk Valley from Columbia County. She was a cousin of Gerrit Smith, and as a girl attended meetings of abolitionists at Peterboro. She became imbued with ideals of liberation in many fields, including liberty of the press, as well as abolition and woman suffrage. In 1840 she married Henry B. Stanton, a State Senator, author and reformer. On their wedding tour of Europe they attended an anti-slavery convention in London, where they met Lucretia Mott. In 1844 Mrs. Stanton appeared at a hearing before the Legislature on the married women's property bill. Three years later the Stantons moved to Seneca Falls, where in 1848 Mrs. Stanton and Lucretia Mott, who lived in nearby Waterloo, signed a call for the first women's rights convention. It met in Mrs. Stanton's home and produced a storm of ridicule from all parts of the country when the delegates called on the women of America to seek the vote.

The cause obtained a famous recruit. Susan B. Anthony, born in Massachusetts in 1820, of Quaker stock, after residing in Washington County, New York, and Rochester, was appointed preceptress of Canajoharie Academy in the Mohawk Valley in 1848. She became deeply interested in abolition and woman suffrage and two years later resigned her teaching position to join Mrs. Stanton in her home in Seneca Falls. The two women became the outstanding leaders of the suffrage cause and crusaded for abolition as well, displaying great power as speakers. Both were tireless in the pursuit of the goals to which they dedicated many years of their lives.

In 1854 Mrs. Stanton addressed the Legislature on the right of suffrage and, in 1860, on the right of divorce for drunkenness.

The abolition issue, on which there was much division of public opinion, precipitated a crisis in 1861. In some parts of the State people were endeavoring to avert an armed clash with the South. To the pacific element it appeared the Union should be preserved regardless of the slavery issue, and according to the State's Rights doctrine Southern States should be allowed to handle the slavery problem as they saw fit. An attempt by Miss Anthony to address abolitionist meetings ended in disorders in Buffalo, Rochester and Rome. Antis hurled missiles at the speaker and attacked the audience. At Utica Miss Anthony was locked out of the hall.

At Albany, a petition signed by one hundred prominent residents was laid before Mayor John Boyd Thacher, a Democrat, urging him to cancel a meeting Miss Anthony had scheduled. The mayor attained lasting fame as a friend of free speech when he publicly announced on February 1, 1861, that though he disagreed with Miss Anthony and her followers, he would give them every protection. Explaining that his own views were "diametrically opposed" to those of the abolitionists, he asserted:

"But while I say this I must also say that I shall most strenuously resist any and all attempts to put them down by illegal violence. When was I constituted to censor over other men's opinions? Was 'slavery' a subject excepted from the provisions of the Constitutional right of free speech?"

"Violence is a sorry weapon with which to combat erroneous opinions. No one is compelled to attend these meetings. Why then molest them?"

"Let at least the Capital of the Empire State be kept free from the disgraceful proceedings which in other localities have brought dishonor upon our institutions."

It was recorded that the Albany mayor escorted Miss Anthony and her compatriots, including Gerrit Smith, Mrs. Stanton and Lucretia Mott from the Delavan Hotel to Association Hall and remained through the meeting to see that they were not disturbed.

Soon afterward a State Women's Rights Convention was conducted in Albany, the last until the end of the Civil War.

In June, 1867, Miss Anthony appeared before the New York State Constitutional Convention, when she said: "My right as a human being is as good as that of any other human being. If you have a right to vote at 21, then I have."

At that time the Fourteenth Amendment to the Federal Constitution was under consideration, and the suffragists hoped that in removing discrimination against Negroes, Congress would extend the suffrage to women. As finally ratified (1868) the amendment restricted the franchise for State and Federal officers to male citizens.

In 1872 Miss Anthony was arrested by Federal officials after casting a vote at Rochester and was fined \$100 with costs. Her contention was that as a citizen her rights could not be abridged. Neither of the great champions of woman suffrage lived to see eventual victory. Mrs. Stanton died in 1902, aged eighty-seven; Miss Anthony in 1906; both in New York City. Several commonwealths had then adopted woman suffrage, Wyoming having led the way in 1890. The final triumph came in 1920 with the ratification of the Nineteenth Amendment. It was referred to then as the "Susan B. Anthony amendment," in recognition of her devotion to the cause.

CIVIL WAR PERIOD

The Civil War touched communities so universally that it is only possible here to cite some of the principal links of the Capital Region with that conflict.

During the abolition agitation the Underground Railroad was in operation. Slaves from the South were carried secretly from station to station by night to avoid recapture under the Fugitive Slave Law, while being transported to safety in Canada. Gerrit Smith's home in Peterboro, near Utica and North Elba, near Saranac Lake, where John Brown had a farm, were important stations on the "underground." One route led up the Hudson from New York City and thence through Troy and the Adirondacks to North Elba; another route followed the Mohawk Valley through Albany to Syracuse and Oswego. From the Pennsylvania border a route led from Wilkes-Barre to the Susquehanna and north through Otsego County to Peterboro; and still another route was farther west.

Sentiment against the war, pronounced in some of the localities, altered materially after the secession of the Southern States, and the attack on Fort Sumter. President Lincoln journeyed from Springfield, Illinois, through the Mohawk Valley and down the Hudson in February, 1861, on his way to Washington to be inaugurated. Traveling on the New York Central in a specially built "palace" car (Mrs. Lincoln is reputed to have been the first woman to ride in a sleeping car), the President-elect's train attracted great throngs. At Albany he stopped over night, addressing the Legislature in the Old Capitol.

He was welcomed by Mayor Thacher, who rode with him from the railroad to the capitol.

Accounts indicate that Lincoln spoke in a "very modest" manner to the legislators, and appeared on the steps of the capitol, where he endeavored to greet a vast crowd that covered the hillside, but his words were heard only by a few. Lincoln thanked the legislators for receiving him in a non-partisan spirit, saying he realized that they were honoring the office he represented, rather than the man. He urged that "until the next election, they should be as one people," but did not commit himself regarding his policies toward the South.

That evening the President-elect held a reception at the Delavan House from 8:00 to 9:30 o'clock, when thousands crowded about him. It proved a subsequent historic incident that John Wilkes Booth was in Albany that week in a stage production. Owing to a freshet in the Hudson which blocked ferry service, Lincoln's train was routed the next day over the Troy bridge to the east side of the Hudson, where his progress down the valley continued to bring acclaim.

In 1865, on the saddest of all occasions, Lincoln's body was brought to Albany on the funeral train following his assassination, and rested at the capitol, where for twenty-four hours a solid line of humanity marched slowly by the bier, the largest demonstration ever recorded in the region.

The saving of Washington in 1861 at the outset of the war, when the city was cut off from communication with the rest of the country in a surprise move by the enemy, was due to the alertness of Major-General John E. Wool, of Troy, seventy-seven years old, who was second in command of the United States Army. Wool, who was at his home in Troy when the blow was struck, hastened to Albany, where he conferred with Governor Morgan and arranged for the immediate dispatch of troops from New York City to Washington by water. Other governors were appealed to for similar assistance, and in a few days troops relieved the situation and communication was reopened. Wool afterward commanded at Fortress Monroe.

One of Lincoln's advisers before and after his first campaign was Thurlow Weed, Albany "Journal" editor.

Among the heroes of the region were General Philip Sheridan, Albany native famed for his Shenandoah campaign; Major-General Abner Doubleday, of Cooperstown; General George H. Thomas, "the Rock of Chickamauga," and General Joseph B. Carr, who are buried in Troy; Colonel David S. Cowles, of Columbia County, who

was killed in the attack on Port Hudson; and Colonel S. Hosack Mix, of Schoharie, who commanded the lower half of Manhattan during the 1863 draft riots and was killed in the battle of Petersburg. General Francis E. Spinner, of Mohawk, was Treasurer of the United States under Lincoln, and the first official to employ women in Federal positions. Corporal James Tanner, Richmondville, was present at Lincoln's bedside when he died.



(Courtesy New York State Division of Commerce)

Monument to General John E. Wool, Oakwood Cemetery, Troy

Recruiting camps were established at many points, usually at fair grounds, where troops were drilled while waiting departure for the front. There were camps of this type at Mohawk, Schoharie, Schenectady, Albany, Hudson and other points.

Industries of the region contributed to the success of Northern arms. E. Remington & Sons, Ilion, who had turned out guns for the Mexican War, received large orders for weapons for the Civil War. The demands were so great that the plant was run night and day and an additional plant was opened at Utica. Eliphalet Remington, then sixty-seven, died in August, 1861, in the midst

of the preparations. Two years later the company perfected a breech-loading rifle which was extensively used, supplanting the muzzle-loading Springfield weapons.

At Troy were turned out in one hundred days the plates for the iron clad "Monitor," which battled the "Merrimac" to a draw in Hampton Roads. Part of the machinery was made at Schenectady. Troy's huge nail factory turned out the bulk of the horseshoe nails used by the Union Army. Textile mills, which had been established prior to the Civil War in the Hudson and Mohawk valleys and adjacent areas, were rushed with orders, and adopted plans for enlarging

output, which facilitated growth during the post-war period. The Watervliet Arsenal hummed with activity.

The shortages of rags induced the manufacture of paper flour sacks by James Arkell, at Canajoharie, an industry which attained much prominence. The same lack led Warner Miller, formerly a school teacher, to develop making of paper from woodpulp at Herkimer. Foundries at Oak Hill, town of Durham, in the Catskills, were used in producing malleable iron. Coal and iron were hauled from the Hudson at Catskill. The iron burning continued until the 1890s. There were many other industrial effects.

First bloodshed of the war struck home to the Capital Region. Colonel E. E. Ellsworth, of Mechanicville, who had attained fame as a drillmaster of private citizens' military corps prior to the war, headed a command of Zouaves which reached Virginia soil soon after the attack on Fort Sumter. Seeing a Confederate flag flying from the Marshall House as they marched through Alexandria, Virginia, in May, 1861, Ellsworth entered the building to remove the flag and was shot and killed by James T. Jackson, the hotel proprietor. A Troy soldier, Frank E. Brownell, who was with Ellsworth, immediately killed Jackson. Ellsworth's body was brought to Albany and Troy with public ceremonies. Brownell rode in the funeral procession in Troy, holding a piece of the flag from the Marshall House and the bayonet with which he avenged Ellsworth's death. The 44th Regiment, known as the "Ellsworth's Avengers," was formed in Albany in October, 1861, under Colonel S. W. Stryker. James C. Rice, lieutenant-colonel, succeeded to the command, and afterward became a general. "Remember Ellsworth" became a slogan.

The 25th Regiment of New York Militia, rushed to Washington from Albany in April, 1861, at the outbreak of the war, protected the Capital for three months and reenlisted in the national army.

The 2d Regiment, New York State Volunteers was organized at Troy by Colonel Joseph B. Carr (later a general) and rendezvoused at Camp Willard, located on the Rensselaer County Agricultural Society fair grounds on Fifth Avenue. It is said to have lost the distinction of being the 1st Regiment by only half an hour's difference in time in applying to the State military headquarters, but was the first complete Union regiment to reach Southern soil.

The 3d Regiment was formed at Albany under Colonel Frederick Townsend (later a general) and left for the front May 18, 1861. The companies were recruited largely from Albany, Schenectady, Ot-

sego, Schoharie, Rensselaer, and Columbia counties. The 7th Artillery was commanded by Colonel Lewis O. Morris, who was killed at Cold Harbor.

Among other regiments mustered in at Albany was the 43d, called the "Albany and Yates Rifles," or the "Vinton Rifles," commanded by Colonel Francis S. Vinton; and the 91st Regiment, commanded by Colonel Jacob Van Zandt, which included a number of Columbia County soldiers. Brigadier-General Lewis Benedict, Albany lawyer, was killed in 1864.

Colonel David S. Cowles, Hudson attorney, commanded the 128th Regiment, which included four companies from Columbia County and six from Dutchess. The regiment drilled on the fair grounds at Hudson, called "Camp Kelly." Cowles was killed at Port Hudson in 1863.

At Cherry Valley, General George E. Danforth recruited six companies for the 76th N. Y. S. V. The 121st Regiment was organized of Otsego and Herkimer County men by Colonel Richard Franchot. Rendezvous point was Camp Schuyler, opposite Herkimer.

Schenectady, Schoharie and Delaware County men were enlisted for the 134th Regiment, which rendezvoused on the fair grounds at Schoharie. The 34th was called the "Herkimer County Regiment." Albany's 10th Battalion became the 177th Regiment. Colonel George N. Pratt, son of Zadock Pratt, of Greene County, commanded the 20th Regiment, formed in Ulster County, which left for the front in 1861. He was wounded at Manassas. The 152d Infantry, including Otsego and Herkimer County companies, was recalled from the front in 1863 for duty during the New York City draft riots. The 115th Regiment was commanded by Colonel Simeon Sammons, of Mohawk.

Colonel S. Hosack Mix, Schoharie, organized the 3d New York Cavalry. The 153d Regiment, mustered in at Fonda, included Fulton and Montgomery County men.

General Abner Doubleday, who has attained fame as the originator of baseball at Cooperstown, commanded the 2d Brigade, 1st Division, 1st Army Corps. The brigade included the 76th and 95th New York and 56th Pennsylvania regiments, and distinguished itself in the battle of South Mountain.

At the outset of the war, Governor Morgan formed a military board which aided the raising of troops in response to Lincoln's calls for volunteers. Among those who served on this board were William A. Jackson, Albany, who resigned as inspector-general to become colonel of the 18th Volunteers; and Chester A. Arthur, who was

quartermaster-general for a time. John A. Dix, Cooperstown lawyer, was Secretary of the Treasury in 1861, resigning to become a major-general.

The first units to leave the State for the war were the 6th, 12th and 71st New York Militia commands, on April 20, 1861. On May 3, 1861, Lincoln called for volunteers, and these calls were repeated several times prior to the draft of 1863.

Soldiers of the region went to war on trains or steamboats. The 121st went by train from Herkimer to Albany, thence to New York on the steamer "Isaac Newton" en route to Washington. The "Western World" and other noted river craft of the time also carried troops. Some of the Troy units went to Albany on barges to entrain.

During the draft riots of 1863 some of the units were recalled from the front for patrol duty. The 3d New York Cavalry under Mix was on duty through lower Manhattan during the serious riots in New York City. Two regiments were sent from Washington to quell a workmen's riot in Troy which, however, lasted but a few days.

Sergeant "Boston" Corbett, of Troy, has gone into history as the man who shot John Wilkes Booth, Lincoln's assassin. He found Booth hiding in a barn at Bowling Green, Virginia, and fired on sight. By an odd circumstance, Booth had been in Albany in February, 1861, playing in a local theatre at the time Lincoln stopped at the State Capital on the way to be inaugurated, and probably there saw the President for the first time.

During the war a military hospital was established in North Troy, where veterans of Sherman's army were cared for. There were other military hospitals in Albany and New York City. A bureau of military records was set up at Albany, which was retained and has become of great value.

In 1862 Lincoln called for three hundred thousand volunteers, of whom fifty-nine thousand were required from New York State. The State offered a \$50 bounty to volunteers. After the draft in 1863, bounties steadily increased. In 1863 there was a call for another three hundred thousand troops, of which New York State's share was sixty-one thousand. Bounties paid by counties and towns were then \$300 for one year enlistments, \$400 for two years and \$600 for three years.

Altogether, Frederick Phisterer in "New York in the War of the Rebellion" (Albany, 1890) estimated New York State supplied four hundred thousand troops, or 20 per cent. of the male population of the State. The number who died in service was 52,993. The cost to

the State for bounties and organization expense was \$152,448,632. In addition, large sums were voluntarily given, such as those realized from the great Army Bazaar conducted at Albany for the benefit of the Sanitary Commission. It is only possible to estimate the number of men who went to the war from the various counties of the Capital Region. Nelson Greene arrives at twenty thousand to twenty-five thousand as the participation from the Mohawk Valley counties alone.

The units in which men served from the various counties include the following:

- Albany County*—Cavalry Regiments 2, 3, 6, 7, 9, 12, 13, 16, 18, 20, 21, 22, 25, 1st Mounted Rifles; 1st and 2d Veteran.
 Artillery: Batt. M., 1st Regt., Batt. C and M, 2d Regt.; 4, 7, 13, 14, 16; Indep. Batt. 11 and 12.
 Sharpshooters: Company 9.
 Engineers: Regts. 15 and 50.
 Infantry: Regts. 2, 3, 7 Veteran; 9, 10, 17 Veteran; 18, 20, 22, 25, 34, 43, 44, 61, 62, 63, 91, 93, 104, 148, 175, 177, 179, 184, 186, 188, 189, 192, 194.
- Columbia County*—Cavalry: Regts. 2, 4, 5, 6, 12, 1st Mounted Rifles, 2d Veteran.
 Artillery: Regts. 5 and 16.
 Engineers: 1st.
 Sharpshooters: Companies 8 and 9.
 Infantry: Regts. 14, 20, 30, 65, 91, 128, 154, 156, 159, 187.
- Greene County*—Cavalry Regts. 5, 25.
 Artillery: 5, 15.
 Engineers: 1st.
 Infantry: 65, 120, 156.
- Herkimer County*—Cavalry Regts. 2, 18, 20, 2d Mounted Rifles.
 Artillery: Batt. A, 1st Regt.; Batt. K, L (new) M, 2d Regt.; 13, 14, 16.
 Infantry: 26, 34, 97, 115, 121, 152, 153, 164, 186.
- Otsego County*—Cavalry Regts. 2, 3, 6, 10, 22, 2d Mounted Rifles.
 Artillery: Batt. A, 1st Regt.; Batt. L (new) 2d Regt.; Batt. M, 3d Regt.; 13, 16.
 Engineers: 1st.
 Infantry: 3, 43, 44, 76, 90, 121, 146, 152, 154, 176, 179.
- Rensselaer County*—Cavalry Regts. 2, 3, 5, 6, 7, 9, 11, 12, 16, 18, 21, 25, 1st Mounted Rifles, 2d Veteran.
 Artillery: 4, 13, 15, 16, Independent Battery, 12th.
 Infantry: 2, 3, 7th Veteran, 10, 22, 30, 62, 65, 91, 93, 104, 125, 156, 169, 175, 177, 192.
- Schenectady County*—Cavalry Regts. 7, 25, 1st Mounted Rifles, 2d Veteran.
 Artillery: Batt. M, 3d; 4th, 13, 16.
 Infantry: 2, 3, 7th Veteran; 18, 30, 43, 91, 134, 175, 177, 192.

Schoharie County—Cavalry Regts. 2, 16.

Artillery: Batt. G (new) 3d; 4, 8.

Infantry: 3, 76, 102, 134, 136.

Montgomery County—Cavalry Regts. 25, 2d Veteran.

Artillery: Batt. K, 1st Regt.; 13, 16; Independent Batt. 12th.

Infantry: 32, 43, 115, 152.

Fulton County—Cavalry Regts. 7, 10 Veteran.

Artillery: Batt. M. 3d; 4, 13, 16.

Infantry: 32, 77, 93, 97, 115, 153.

Each community had its record of achievement in the war, and its quota of heroic dead. Memorials to their sacrifices for the maintenance of the Union are found in city and village squares and parks throughout the region, many since bordered by new monuments to the heroes of the Spanish War and World War I.

John A. Dix, born in New Hampshire, was admitted to the bar at Cooperstown, and practiced there. He held public offices, as Canal Commissioner and United States Senator, before becoming Secretary of the Treasury early in 1861. He left this post to become a major-general in the Union Army, serving through the war. He was afterwards Minister to France. He served as Governor in 1873-74, and was defeated the latter year as the Republican candidate for Governor. His administration was notable for the enactment of a civil rights bill eliminating racial distinctions. Amendments to the Constitution were adopted providing penalties for giving and receiving bribes at elections. The people also approved referenda for the popular election of the Chief Judge and Associate Judges of the Court of Appeals and the election of county judges.

TILDEN AND THE TWEED RING

One of the important reforms of the post-war period was the drive to break up the notorious Tweed Ring in New York City. This was accomplished by Samuel J. Tilden, of New Lebanon. As chairman of the Democratic State Committee, Tilden obtained evidence on which Tweed and his followers were prosecuted and imprisoned in 1871. In 1874 Tilden was elected Governor, the first to occupy the present Executive Mansion at Albany. Two years later he was nominated for President. The election remained in doubt until settled by a special electoral commission. While Tilden had a popular vote majority of 264,300, the electoral vote was found to be 185 for Hayes to 184 for him.

Tilden declined to protest the result, and thereafter his political activity dwindled. On his death, in 1886, he left an estate of about

\$4,000,000 to establish a free library and reading room in New York City, besides other legacies amounting to a million dollars. The Tilden Library is now incorporated in the huge structure that stands at Fifth Avenue and Forty-second Street.

Born of Connecticut stock, Tilden became acquainted with leaders of the Albany Regency in his youth. He gained distinction as an attorney before turning his attention to politics.

Owing to family friendship with the Van Burens, his father's house in New Lebanon was a gathering place of distinguished political leaders. Tilden was graduated from New York Law School, and attained great financial success at the bar. In 1871, working through the Democratic State Committee, he began efforts to overthrow the Tweed Ring. Evidence of frauds had not then been proved. After his election as Governor he named an investigating committee which was able to substantiate Tilden's charges of Tweed's corruption. His loss of the Presidential contest after winning a popular majority became one of the political landmarks of the time, and was called by his followers "The Crime of '76." When he died John Greenleaf Whittier wrote a poem on the event. The fund he left to New York City was combined with bequests by John Jacob Astor, William B. Astor, and James Lenox in founding the present New York Public Library.

GARFIELD AND ARTHUR

One of history's strange coincidences occurred in the election, in 1880, of James A. Garfield as President and Chester A. Arthur as Vice-President. Although Garfield had been born in Ohio and Arthur in Fairfield, Vermont, both spent a part of their young manhood in neighboring communities in Rensselaer County.

Garfield attended Williams College, graduating in 1856, and taught in Poestenkill, where he had penmanship classes for a time. He also preached in the Church of Christ there. He returned to Ohio in 1857, becoming president of the Eclectic Institute at Hiram. Garfield was a major-general during the Civil War and served in the House of Representatives until his election as President. He was shot by an assassin, Charles J. Guiteau, and died on September 19, 1881, at Elberon, New Jersey. The shooting reputedly grew out of the "Half Breed" quarrel over patronage in New York State, which resulted in the resignations of Roscoe Conkling and Thomas C. Platt as United States Senators.

Arthur, son of a Methodist clergyman, lived in Schenectady, where his father had a pastorate, and graduated from Union College

in 1848. He taught school at Schaghticoke, Rensselaer County, and in Pownal, Vermont. Becoming a lawyer in New York City, he helped organize the State troops in the Civil War, serving as State Quartermaster-General, and afterward was named Collector of the Port of New York. He succeeded to the Presidency on Garfield's death. Mrs. Arthur having died in 1880, his sister, Mrs. John E. McElroy, acted as mistress of the White House during his term. Arthur's father had also served churches in Watervliet, Newtonville, and Albany, and the family was well known in these communities. Arthur died in 1886 and is the only President buried in the Albany Rural Cemetery. A beautifully sculptured sarcophagus, "The Angel of Sorrow," was erected by a group of friends and admirers. More than the amount needed was subscribed, and with the balance of the fund a life size statue of the President was erected in Madison Square, New York City.

THE NEW CAPITOL

The choice of Albany as the location of the State Capital was voted for the second time by the Legislature, May 1, 1865. The first choice was made back in 1797, when it was decided to erect a State Office Building there. The building of the first capitol followed in 1806. Near the close of the Civil War the question was once more thrown open, and cities in various parts of the State entered a competition to become the seat of government, flooding the Legislature with offers of land and other concessions. All were finally rejected and the Act of 1865 provided that when the city of Albany should deed a parcel of land known as the Congress Hall Block to the State to form a part of the capitol grounds, the Governor would appoint a board of three to be known as "the New Capitol Commissioners" for the purpose of erecting a new capitol.

Congress Hall was a large hotel adjoining the old capitol. The property was purchased by the Albany Common Council for \$190,000 in 1866 and the Legislature the next year voted an initial sum of \$50,000 to begin the construction, specifying that the new capitol was not to cost more than four millions of dollars when completed. Actually the construction lagged over a period of twenty-five years, and the cost down to recent times had reached an aggregate of more than twenty-five million dollars. The building is on a site approximately equaling that of the capitol at Washington, and is specially distinguished for its Senate and Assembly chambers, executive chamber, million dollar staircase and other unusual features, many of which

exhibit remarkable workmanship. The capitol also houses the State's collection of Civil War flags and records, and relics of other wars.

The building was partly occupied in 1879 and completely used in 1884. It was completed in 1898 under Governor Frank S. Black, of Troy. The western staircase was designed by Henry H. Richardson. The old capitol was razed in the summer of 1883. Governors who have occupied the new capitol include Lucius Robinson, Alonzo B. Cornell, Grover Cleveland, David B. Hill, Roswell P. Flower, Levi P. Morton, Frank S. Black, Theodore Roosevelt, Benjamin B. Odell, Jr., Frank W. Higgins, Charles E. Hughes, Horace White, John A. Dix, William Sulzer, Martin H. Glynn, Charles S. Whitman, Alfred E. Smith, Nathan L. Miller, Franklin D. Roosevelt and Herbert H. Lehman.

CHAPTER XXIII

The Modern Age

Rôle of the Capital Region in Modern Development—Joseph Henry Begins the Electric Age—Edison at Schenectady—The General Electric Company—Radio and Television—Rise of the Modern Power Distribution System—Guy R. Beardslee, Mohawk Hydro-electric Pioneer—Ashley on the Hudson—"Moonlight" Power—New York Power & Light Corporation—Hudson Valley Fuel Corporation—Amos Eaton—Rensselaer Polytechnic Institute, First American Engineering School—Union College—Medical, Law, Teachers' Colleges—Emma Willard—Albany Girls' Academy—Common School System—Dr. Draper—The Press—Artists and Writers—The Stage—Barge Canal—Highways—Port of Albany Opened to World Trade, 1932—Growth of Railroads—Curtiss and Atwood Pioneer Air Transport in Capital Region—County Growth—Medicine—The Bar—Judicial Leaders—Spanish War—World War I—World War Again Calls America to Arms.

The modern age has brought forth many wonders. So swift has been the course of progress that inventions which one day would be considered astounding are outmoded by others on the morrow. Many years may elapse before recorded history catches up with this breathless advance.

Among the most powerful factors in the modern march have been the application of electricity to home and industry and the development of the engineering sciences. Remove electricity from our age and civilization rapidly would recede to the pace of the "horse and buggy." Engineering has given us many comforts of living and without it we would be devoid of the splendid bridges, structures, tunnels, sanitation and other accoutrements of the twentieth century.

How unique it is then, to find that the modern development of electricity as well as the first American school of engineering had their birth in the Capital Region!

In 1824, influenced by the scientific enthusiasm of the brilliant Amos Eaton, a native of Chatham, Columbia County, Stephen Van

Rensselaer, owner of the ancient manor lands, founded a school for study and practical application of science which has become the famed Rensselaer Polytechnic Institute, of Troy.

Two years later, a youth of Scottish extraction, Joseph Henry, obtained a post as instructor at Albany Academy, a boys' school. Between 1828 and 1831 he conducted a remarkable series of experiments, discovering electro-magnetic induction, sounding a bell by electric signal and devising an original electric motor. He is considered the pioneer of the modern electrical age; and had he patented his inventions, would have been known as the father of the telegraph. He is credited also by scientists with accomplishing the first radio impulse transmission.

In the practical application of electricity to modern use, destiny conferred upon Schenectady special distinction. Some of its business leaders at a critical time raised funds to assist negotiations which brought Thomas A. Edison's machine works to the city in 1886. In two buildings, up to then standing idle, Edison began making dynamos. From this nucleus has evolved the largest manufacturing concern in the State and the largest electrical organization in the world.

The growth of electrical progress is so basic to the world we live in that it will be considered first. The modern development came at a time when industry was ripe to receive it. Before the Civil War, many industries had been established on streams in the region where waterwheels could be used to produce power. We have noted the inception of the textile industry at the Cohoes Falls; carpet, rug and broom making on the Chuctenunda at Amsterdam; the beginning of the dairy machinery business at Little Falls; nail making at Troy, where Henry Burden built a veritable "Niagara" among waterwheels; and at Schaghticoke the making of cord and twine on a power producing stream.

After the war, when northern factories had been called on to produce more goods than ever, many new enterprises were developed. The western half of the Nation was being developed, requiring all types of goods. Manufacture of woodpulp paper was begun at Herkimer in 1866. Typewriter making began at Ilion in 1873 and the next year Dolgeville became a felt making center. Along the Hudson River piano action factories and textile industries thrived. At Hoosick Falls, Walter A. Wood turned out mowing and reaping machinery. Large corporate enterprises began to emerge as the volume of business grew.

JOSEPH HENRY, ELECTRICAL PIONEER

Joseph Henry's work at Albany Academy has won increasing recognition through the years, and will be briefly noted. Henry was born in 1797 at Albany, spent part of his boyhood at Galway, Saratoga County, was early apprenticed to an Albany silversmith. At night he studied in the academy, afterwards teaching in a country school to obtain funds to complete his course. He served as a tutor to the family of General Stephen Van Rensselaer and, in 1826, received appointment as instructor in mathematics at the academy. Although his equipment was limited, he devoted long hours after classes to experimentation, in which he was assisted by Philip Ten Eyck. He delivered his first paper on electro-magnetism before the Albany Institute, a pioneer scientific body, in 1827.

In 1829 he developed a horseshoe electro-magnet which would carry fifty times its own weight when current was passed through it. The next year he developed a magnetic telegraph, using a thousand feet of copper wire stretched several times about the room. To this he attached a bell which he rang by electric impulse. Thomas Davenport, of Brandon, Vermont, after seeing one of Henry's experiments, developed a practical electric motor. Henry's discovery of magnetic induction probably preceded that by Faraday in London, although Faraday announced his findings first. Henry throughout his life declined to seek credit for his discoveries, flatly refusing to obtain patents, since, as he said, he "did not consider it compatible with the dignity of science to confine the benefits which might be derived from it to the exclusive use of any individual." He aided Morse in the solution of several problems connected with the telegraph, but received no recognition therefor, and would not demand it. His work, nevertheless, attracted much attention, and he was called to the faculty of Princeton, afterward becoming the first secretary of the Smithsonian Institution at Washington. He remained there thirty-two years. In the latter post he pioneered the weather bureau forecasting of today. He died in 1878, acclaimed as one of the great figures of the age.

The impetus which Henry gave to electricity materially aided the development of the telegraph and later the telephone. The telegraph reached Albany in 1845 and the telephone (third exchange in the United States) in 1878. Edison and other scientists continued the experimentation which produced the modern dynamo, the electric light, and other equipment.

EDISON AT SCHENECTADY—GENERAL ELECTRIC—RADIO—
AMERICAN LOCOMOTIVE COMPANY

By the time Edison moved his machine works to Schenectady, he had already succeeded (in 1879) in producing an incandescent electric lamp at Menlo Park, New Jersey. Arc lights were used in the illumination of Niagara Falls that year by the Brush Company, another pioneer. In December, 1880, the Edison Electric Illuminating Company of New York was formed to license Edison lighting systems. The first electric street lights used in New York City were Brush arc lights, installed by Edison on Broadway in 1880. Two years later Edison turned on fourteen thousand incandescent lamps in nine hun-



Two Original Buildings From Which the General Electric Company Has Evolved

dred buildings in New York. The news of the event swept the country, and communities began ordering electrical systems. Lights were installed in Sunbury, Pennsylvania, in 1883. Edison was now hard pressed to turn out the generating equipment, then made in a small factory in Goerck Street, New York. He sent scouts to Pennsylvania, New Jersey and up-State New York to find a new location at a modest price.

His agent, Henry Livor, while passing through Schenectady by train, noticed two idle factory buildings and was instructed to get a price on them. The buildings had been erected by Walter McQueen, formerly of the Schenectady Locomotive Company, who planned to start his own business. His backers having failed, the plan fell through. The buildings, not entirely completed, were held at \$45,000.

Edison offered \$37,500. The difference was raised by a civic committee to close the deal, and this proved an unbelievably good investment. In a few months there were several hundred employees in the once empty buildings, and Schenectady was off upon a future of tremendous import. The city at that time had a population of fourteen thousand, the locomotive works and broom plants being the largest industries. Otherwise, it was a quiet college town.

ITS GROWTH AS AN ELECTRICAL CENTER

A wire insulating department was soon added to the dynamo plant and by 1888 there were eight hundred workers making motors, dynamos, shafting, pulleys and insulated wire. The telephone and telegraph expansion added to the demand for equipment. The larger cities were now asking for complete lighting plants, and trolley companies used large blocks of power.

By 1890 the electrical "age" was making itself strongly felt and all America was stirring with the new impulse. The business had now so many branches that the Edison General Electric Company was formed to include them. In 1892 the Edison concern merged with Thomson-Houston Electric Company, Lynn, Massachusetts, taking the name General Electric Company. The Edison company brought into the merger two plants, capitalization of fifteen million dollars and six thousand employees; Thomson-Houston, one plant, ten million dollars capitalization and four thousand employees. Edison retired from the company at that time to continue his independent researches. Charles A. Coffin was elected first president of General Electric; H. W. Twombly chairman of the board; E. W. Rice, Jr., technical director. John Kruesi, an Edison man, continued as manager of the Schenectady plant. That year the Eickemeyer Company in Yonkers was acquired, which brought one of its employees, Charles P. Steinmetz, to Schenectady. In 1894 General Electric built the transmission line which carried Niagara Falls power to Buffalo. Steam turbine production was begun in 1900, to which huge hydro-turbines have been added. The Stanley transformer plant at Pittsfield, Massachusetts, was acquired in 1903. Steinmetz and C. A. B. Halvorson developed a magnetite-titanium electrode. Dr. Willis R. Whitney, in 1900, organized the famed research laboratory.

Steinmetz, native of Breslau, Germany, achieved lasting fame for his application of mathematical methods to electrical experimentation. He came to attention the same year he became attached to the General Electric Company for his "law of hysteresis," which he announced in a

paper before the American Institute of Electrical Engineers. He was the first to measure "hysteresis loss" by mathematical calculation. Hysteresis loss refers to the loss of magnetic flux by heat resulting from the magnetizing of iron, a condition that had been an uncertainty to electrical engineers until Steinmetz appeared. In 1893 he advanced a simpler formula for alternating current calculations which was adopted by the electrical world. When the General Electric engineering department was moved to Schenectady in 1894, Steinmetz became head engineer. He solved many problems relating to long distance electrical transmission and established exact laboratory methods for electrical study and development. Before his death he devised a generator which produced artificial lightning, discharging a 5,000,000 horsepower bolt.

As a young man, Steinmetz had incurred disfavor because of political articles he had written which led him to emigrate to this country. He took an active interest in Schenectady's civic affairs. When George R. Lunn became the first Socialist mayor of Schenectady in 1912 he named Steinmetz president of the board of education, a post the scientist held until his death. He was president of the common council, 1916-18.

Among the subsequent events in the company's progress were the development of the high frequency alternator by Dr. E. F. W. Alexander, which has made possible the transoceanic radio system; development of the radiotron by Dr. Irving Langmuir, first of the high-vacuum, high voltage tubes; invention of the X-ray tube by Dr. William D. Coolidge. In the period 1925-30 the company developed electric refrigerators, radios, washing machines, vacuum cleaners, electric ranges, air conditioning, besides huge generating and marine equipment. The Schenectady plant grew to enormous proportions, employing more than twenty thousand workers. In 1941 the employment rose far beyond this figure under the pressure of war work.

Mr. Coffin retired as president in 1913, succeeded by Edwin W. Rice, Jr., who served until 1922. Mr. Rice then became honorary chairman of the board. Gerard Swope was elected president and Owen D. Young chairman of the board. They served until 1940, when Philip D. Reed was elected chairman of the board of directors and Charles E. Wilson president.

Radio pioneering has been especially significant. In 1922 WGY, General Electric station, went on the air, one of the earliest stations in the country. Many records in radio pioneering were set. Its original power of one thousand five hundred watts was increased to



Airplane View of General Electric Works at Schenectady

five thousand watts. In 1925 two short wave stations were operated (WGEA, WGEO) to explore the possibilities of the little known short wave region. These are now operated on four frequencies in six languages to foreign countries. In 1939 an experimental television station was established in the Helderberg Mountains twelve miles south of Schenectady, and a new television studio built. In 1940 General Electric took over full operation of WGY, which since 1931 had been operated by the National Broadcasting Company. (Consult also chapter on Schenectady County.)

Other radio stations conducted in the Capital Region include WOKO and WABY at Albany; WTRY and WHAZ at Troy, the latter being the Rensselaer Polytechnic Institute station. The Radio Centre housing the Albany stations singularly enough is located on Elk Street, but a few feet from the Albany Academy room where more than a century ago Joseph Henry first effected a radio impulse.

The civic enterprise that brought Edison to Schenectady had an earlier precedent when Schenectady citizens in 1848 raised capital with which the Schenectady Locomotive Works was founded. All the stockholders were local people. They engaged the Norris brothers of Philadelphia to conduct the business, but the project did not attain success until a year later when John Ellis, Daniel D. Campbell, Sebastian Bradt and others took over the enterprise. Ellis died in 1875, and his sons carried on.

Electricity has entered the field of locomotives. General Electric and the American Locomotive Company of Schenectady collaborate in the production of the electric-driven giants of the rails. American Locomotive is the successor of the locomotive works established early in the railroad age, and is a major builder of modern high powered steam locomotives for this country and abroad. Thus it is said that Schenectady "lights and hauls the world."

ELECTRICITY GOES TO INDUSTRIES, CITIES AND HOMES—THE RISE OF TRANSMISSION AND SYSTEM POWER—NEW YORK POWER & LIGHT CORPORATION—NEW YORK STATE ELECTRIC & GAS CORPORATION—CENTRAL HUDSON GAS & ELECTRIC CORPORATION—HUDSON VALLEY FUEL CORPORATION.

It seems odd now that electricity should have been hard to "sell" to the public, or that great pioneering should have been required in the effort to construct power transmission systems serving entire communities.

The power development itself is an epic of persistence and pioneering, all accomplished within the period since the generator, arc

light and incandescent lamp appeared on the scene. The Capital Region has shared notably in this development within its own circle. Men are to be found still living who tended gas lights on the streets, saw them pass away, superseded by the new electric arc and then by carbon filament lamps. Others can remember the initial power stations, usually home town steam plants, used only to supply current on nights when there was no moon. The "moonlight schedule" was followed from dusk to dawn. No one then thought of using electricity in the daytime. Not until the new energy began turning the wheels of industry with magic ease did the notion arise that twenty-four hour service might be necessary. Contrasted with the present day, when electric failures are rare and power serves countless functions in transportation, factories, offices, farms and homes, the beginnings appear remote indeed.

Some idea of what has been accomplished in our time is seen in the fact that into the make-up of the present New York Power & Light Corporation, which serves thirteen counties in the eastern part of the State, have gone more than one hundred individual companies. From these small scattered units has arisen an interconnected power system with many plants, small and large, throughout the area, and interconnected with companies beyond to insure continuity of service in the case of local disturbances or power interruptions of any kind.

Outstanding among the system power pioneers in the hydroelectric field were Guy R. Beardslee, of East Creek, and Eugene Ashley, of Glens Falls. Beardslee linked up St. Johnsville with a power line from a hydro station at East Canada Creek in 1898 and extended the service to Fort Plain and other Mohawk Valley communities. At the same time (1898) Hudson River power was being transmitted from Mechanicville to Watervliet and Schenectady. Dolgeville is credited with having the original hydro power plant in the Mohawk Valley in 1897.

The distribution of electricity as we now know it properly dates from the perfection of the incandescent lamp by Edison in 1882. Shortly after this companies began springing up in cities and villages throughout the area. Small steam stations were built.

First of these in the region was a steam plant placed in service at Albany in 1881. Among other pioneer stations were those at Troy, 1885; Schenectady, 1886; Amsterdam and Johnstown, 1887; Hudson and Fort Plain, 1888; Gloversville, 1889; Cobleskill, Christmas Eve, 1892; Kinderhook, 1898; Rensselaer and Canajoharie, 1899; Altamont, 1902; Middleburg and Schoharie, 1905. Oneonta's

steam plant was operated on Christmas Eve, 1887, and is now a part of the New York State Electric & Gas System.

The early companies engaged only in lighting city streets with arc lights placed on poles at important intersections. Some of these lamps were placed in stores. Maintenance of street lights was a daily event as the trimmer had to climb each pole and put in new carbons. The short unburned sections were thrown to the ground and it was a familiar sight to see the youngsters follow him from lamp to lamp to get the stubs. Under the "moonlight schedule," the lamps did not burn all night, but usually only until one or two o'clock, and the late homecomer commonly provided himself with an oil lantern.

Not until 1885 or later was the incandescent lamp accepted as a practical means of illumination. Customers using gas or the arc light appeared well satisfied and were not generally seeking a change. Gradually stores, shops, churches and some residences were wired for electric lighting, but for several years there was no need for service during daylight hours.

About the turn of the century the first household appliance made its appearance and not until then did industry begin to look to electric motors and central station service for its operation. The requirement then arose for twenty-four hour daily service and more reliable operation. A power break in those days meant a rush for candles, oil lamps and gas; but with industry depending on power the electric company assumed a new rôle.

There then appeared on the scene men of vision who saw the possibilities of harnessing streams and developing hydroelectric power which could be transmitted to distant markets, and some envisioned the linking of widely scattered plants into a unified operating system, in a manner similar to that which had increased railroad efficiency.

The growth of trolley lines—"broomstick trains" Oliver Wendell Holmes called them, referring to the overhead feed pole—stimulated the need for power reliability. In the 1890s and until the automobile gained ascendancy trolley lines enjoyed a heyday. Excursionists rode gaily along the Hudson on "scenic" trolley routes to resort centers such as Lake George and Saratoga. One of the most popular runs was along the Mohawk Valley and northward to Sacandaga Park. Another was from Little Falls to Richfield Springs and Cooperstown on Otsego Lake. Interurban trolleys at one time crossed the State from Albany to Buffalo, except from Little Falls to Fonda. A great event in Albany was the operation of a trolley car up State Street

hill in 1890, followed by the sale of two hundred horses, marking the passing of the horse-car era.

Initial shipping of power from the Hudson River to Schenectady was in some ways a novel experiment. The plant built by the Hudson River Power Transmission Company on the Hudson River at Mechanicville had a capacity of more than five thousand kilowatts and generated power at eleven thousand volts, something unheard of up to that time. This power was transmitted to the General Electric plant at Schenectady and to Watervliet, supplying also the traction lines in the Hudson Valley area.

The same year, 1898, Beardslee, a former army engineer, who had an estate four miles west of St. Johnsville, developed power on East Canada Creek which flowed through his land near its confluence with the Mohawk River. His first idea was to build a plant to supply his farm and neighbors, but this soon developed into the larger notion of furnishing power to the village of St. Johnsville. The village then was getting power from a small generator located in a local piano action factory.

Beardslee enlarged his plant and extended lines to Fort Plain in 1899 and to Canajoharie in 1901, resulting in the closing down of the local generating facilities. Palatine Bridge and Nelliston also received service from Beardslee's plant, and this is evidently the first instance in the area where four or five communities were served from a remotely located hydroelectric plant.

The next pioneer and promoter of large scale power operations entered the field in 1900. He was Eugene Ashley, a Glens Falls lawyer, who several years before acquired a pulp mill at Kane's Falls on Halfway Brook, Washington County. There he installed a generator and supplied electricity to Fort Ann. Pleased by the results, he sought larger fields. He formed the Hudson River Water Power Company and obtained backing for the construction of a huge dam at Spier Falls on the upper Hudson at the foot of Mt. McGregor. Not only was his plan to throw a one thousand five hundred-foot dam, eighty feet high, across this mighty stream, but to build what was at that time a huge generating plant, and to erect long transmission lines to Glens Falls, Saratoga, Albany, Troy, Amsterdam and Schenectady for supplying traction systems, industries, homes and businesses throughout the area.

Such long-distance power lines operating at high voltage was in itself a new venture. The proposed dam would be the fourth largest in the world. In 1900 the work began. There were many disappoint-

ments, as when floods destroyed a portion of the construction work; and when it was found excavation had to be carried to a depth of sixty-five feet to find solid rock for the dam foundations. Ashley was hard pressed for funds to complete the project, but on October 3, 1903, all was done and the plant began its career.

Ashley in the meantime had acquired the hydro plant at Mechanicville and his lines interconnected the two stations. Soon after he took over a smaller hydro station on Schoharie Creek near Mill Point, which had been built by other interests to supply Amsterdam. The plant was later destroyed by floods and was not rebuilt. Ashley also acquired local operating companies at Watervliet, Amsterdam and some other points. He even bought properties at Oneida and Canastota, to which he proposed to extend the lines of his ambitious network.

The largest customers in the next few years were the traction concerns. The main transmission lines were thirty-three thousand volts, the system operating at forty cycles, then recommended by electrical engineers, but later considered obsolete. Financial backing was not sufficient to weather all the storms and, in 1908, the affairs of the company were taken over by bondholders, who operated it until 1912, when it was reorganized as the Adirondack Electric Power Corporation.

During this interim, Hinsdill Parsons, of the General Electric Company, secured water rights at Schaghticoke and Johnsonville, on the Hoosick River, Rensselaer County, and two plants were erected, one of twelve thousand kilowatts at Schaghticoke and another of three thousand six hundred kilowatts at Johnsonville. These were completed in 1909, when power was transmitted to Schenectady to supply the city and the General Electric Company over a steel tower line twenty-two miles long, operated at thirty-two thousand volts.

A similar development was undertaken at Ingham Mills on East Canada Creek, a few miles above the Beardslee plant, by Hinsdill Parsons and J. Ledlie Hees, who was president of the Fonda, Johnstown & Gloversville Railroad and of the Edison Electric Light & Power Company, Amsterdam. This was a five thousand kilowatt plant, completed in 1912, principally furnishing power to the F. J. & G. Railroad, Amsterdam. Interconnection was made with the Beardslee plant, the Fulton County Gas & Electric Company and the Utica Gas & Electric Company, which had near-by lines running to the pioneer Dolgeville station.

The next important step took place at Cohoes Falls and was directed by Anthony N. Brady and associates, as the Cohoes Power & Light Corporation. A partial hydraulic development of the falls had existed for many years. The Cohoes Manufacturing Company, in 1811, utilized a system of side canals which served large mills, establishing Cohoes as a major industrial center. The Brady plan provided that the mills be electrified and surplus water power marketed in Albany and Cohoes. The Cohoes Power Company was formed. Construction of the hydro station began in 1915, having a rated capacity of twenty-one thousand six hundred kilowatts. By 1924 this had been increased to thirty-eight thousand eight hundred kilowatts, or in excess of fifty thousand horsepower, and operated at forty cycles.

Supplementary energy to overcome periods of low stream flow in the Mohawk was provided by construction of the Riverside steam station in Albany in 1917, increased in 1924 to thirty-two thousand kilowatts.

The World War of 1917-18 brought on great industrial activity and stimulated a vast program of electrical development. Power companies which still operated as individuals accomplished little toward standardization or emergency power supply, or operating economy. The first leading event toward this end took place in 1920, when the Adirondack Power & Light Corporation was formed, bringing together the Adirondack Electric Power Corporation, the Ashley group and companies in which the General Electric interests were a factor. These included the East Creek, Amsterdam, Schenectady and Hoosick properties. Charles S. Ruffner was placed in charge and formed a single system of these elements.

First in order was the building of a steam station near Amsterdam. A fifteen thousand kilowatt unit was begun in 1920, increased to sixty thousand a few years later. It was designed to be operated on sixty cycles, then adopted as standard. A central transmission point was set up at Rotterdam and high tension lines were built from this center. Plans were adopted for changing the system from forty to sixty cycles, which it was computed would require ten years. Duplicate lines, substations and other facilities had to be provided temporarily during the change-over.

In 1924 there were several major projects, including the building of a new dam and power plant to replace the old Beardslee station on East Canada Creek. A sixty-cycle substation was built at Menands, first step in standardizing service in Albany and vicinity. At Spier

Falls a new generator was installed. Tie-in was made from Menands to the New England Power Company.

The next year a holding company was formed, bringing together other companies operating in the territory. This consolidation included the Adirondack Power & Light Corporation, Cohoes Power & Light Corporation (formed in 1918), Troy Gas Company, Municipal Gas Company of Albany, Fulton County Gas & Electric Company, whose properties extended into Schoharie County. In 1926 Eastern New York Utilities Corporation was added. The cost of rebuilding facilities for sixty-cycle operation in Albany alone amounted to over a million dollars.

By securing control of Utica and Syracuse properties, the holding company facilitated the building of transmission lines interconnecting these companies with the East. The territory then was placed directly in a main power artery extending from Niagara Falls to Boston, making available additional sources of power when needed.

The year 1927 saw the formation of New York Power & Light Corporation, of Albany, which consolidated the eastern companies into one unit, and soon after a number of smaller companies were added. More lines and substations were built.

Further stabilization of power service as well as flood control benefits for bordering communities were obtained through the Sacandaga River control project, completed in 1930, which included a dam at Conklingville. The project was sponsored by the State of New York. Assessments for cost and maintenance are made upon industries and municipalities located along the upper Hudson, as well as New York Power & Light, which has built a twenty thousand kilowatt powerhouse at the dam. Spier Falls station was again enlarged in 1930.

In June, 1929, the New York Power & Light Corporation became a part of the newly organized Niagara Hudson Power Corporation, which controlled operating companies from Buffalo and Niagara Falls across the State to the Massachusetts border and north to Canada. More than one hundred plants, including the huge Schoellkopf hydroelectric development at Niagara Falls, were interconnected, thus forming a network of power with generating capacity of nearly two million horsepower.

The more important Capital Region hydro units in 1940 were: School Street Station, Cohoes, 38,800 kilowatts; Spier Falls, 63,300 kilowatts; Elmer J. West Station, Conklingville Dam, 20,000 kilowatts; new Beardslee Falls Station, 15,800 kilowatts; Ingham Mills,

6,600 kilowatts; Ephratah, 5,150 kilowatts. The Amsterdam steam-electric station has a rated installation of 60,000 kilowatts.

In further extension of this system New York Power & Light in 1932 completed 110,000 volt transmission lines extending from substations at East Greenbush and Rotterdam south to Westchester County. This interconnection between the Consolidated Edison system in New York City and the up-State Niagara Hudson system brought together the two largest power producing companies in the world. This line made possible the sending of surplus power to the metropolitan area during periods of high stream flow on the up-State rivers; and for the large steam-electric stations in New York City to supply power to up-State areas during times of deficiency due to summer droughts or other low water periods. Alfred H. Schoellkopf has been president of Niagara Hudson since 1933. Floyd Carlisle is chairman of the board. Otto Snyder has been president of New York Power & Light since 1929.

Definite plans for extending lines into rural areas were instituted in 1923 and 1935, resulting in the construction of hundreds of miles of line, thereby making electrical appliances available for farm tasks. In the dairy sections electric service is now extensively used by motor pumping, milking machines and refrigeration. Farmhouses have the same electrical comforts and conveniences as the city dwellers.

The United States Census of April, 1940, listed the following percentage of farms of all types with electric service, available by counties: Albany, 83.5 per cent.; Rensselaer, 81.6; Columbia, 80.5; Greene, 85.3; Schenectady, 82.3; Otsego, 54; Schoharie, 62.5; Montgomery, 78.6; Fulton, 78.8; and Herkimer, 74.9. The data necessarily include farms in the remote and thinly settled sections. The percentages run much higher in the more populated areas.

Other systems serving the Capital Region in part are Central Hudson Gas & Electric and the New York State Electric & Gas Corporation. The Central Hudson company territory extends eighty-five miles along the Hudson, twenty to forty miles wide, containing about two hundred and fifty thousand people, including both sides of the river. The company was formed in 1926 as a result of the consolidation of the Central Hudson Gas & Electric; Dutchess Light, Heat & Power Company, Rhinebeck; United Hudson Electric Corporation; Upper Hudson Electric Railroad Company and the Kingston Gas & Electric Company. In 1928 it also merged the Millerton Electric Light Company and the Red Hook Light & Power Company; in 1933 added the Phillipstown and Cold Spring companies.

The main office is at Poughkeepsie. In 1940 Ernest R. Acker was president and general manager. The company had 1,076 employees. Niagara Hudson Power Corporation owned 29.7 per cent. of the common stock. The Hudson Electric Light Company was formed in 1888.

New York State Electric & Gas Corporation was founded in 1852 at Ithaca, and is identified with the Associated Gas & Electric System. In the Capital Region it serves nearly all of Otsego County; the western portion of Greene County; southern rim of Schoharie County; and the eastern section of Rensselaer and Columbia counties, including such points as Canaan, Spencertown, Austerlitz, Chatham, New Lebanon, Brainard, Philmont, Copake Falls, Stephentown, Berlin, Petersburg, Averill Park, and Sand Lake. Kinderhook is served by New York Power & Light.

In 1928 the company acquired Eastern New York Electric & Gas Company, in 1929 the Binghamton Light, Heat & Power Company, and in 1936 the New York Central Electric Corporation and Empire Gas & Electric Company. The Oneonta Electric Light & Power Company, which began service in 1887, was acquired in 1918, high tension lines being erected to Sidney in 1922 and to Norwich in 1925.

GAS—HUDSON VALLEY FUEL CORPORATION

The history of the gas business antedates that of electricity by almost half a century. The first gas plant in Albany was begun in 1841; in Troy, 1848; Schenectady, 1849; Cohoes, 1852; Water-vliet and Hudson, 1853; Johnstown, 1857; Amsterdam, 1860; Rensselaer, 1871. Oneonta's Gas Light Company was founded in 1881.

Dawn of the electric illumination provided real competition for commercial and residential lighting between the two types of service. Gas ranges were developed in the 1890s, followed by water heaters and other appliances. The trend favored the merging of gas and electric companies.

A plan for a large centralized gas plant was realized in 1925 when a coke oven was built at Troy and gas supplied not only to that city, but over high pressure mains to Albany and Schenectady. Mains were extended to Amsterdam and Saratoga in 1929 and to Gloversville in 1931. The Troy plant supplies the New York Power & Light territory, except at Hudson, where the local plant remains in operation, and at Canajoharie, where a butane plant was built in 1931. Catskill also has a new plant. Capacity of the Troy plant is twenty-five million cubic feet of gas daily. Between four hundred

and five hundred men are employed there in contrast to the small gas plant of a century ago, when five or six employees were sufficient.

TELEPHONES—TROLLEYS—BUSES

Organization of the telephone system has followed a course similar to that of the power companies. Small units have been welded into larger and larger circles in order to furnish more complete service. The New York Telephone Company was organized in 1896 and covers the State through its own lines and links with other companies. Up-State headquarters are at Albany, in charge of a vice-president, from which point radiates a network of cables.

Other companies listed under the jurisdiction of the Public Service Commission in 1941 were the Chatham Telephone Corporation; Columbia & Rensselaer Telephone & Telegraph Company, West Lebanon and the Up State Telephone Corporation, Johnstown.

The Middleburg Telephone Company in 1897 was headed for many years by Dr. C. S. Best. The company was acquired by E. Scott Rose, Middleburg, who became president in 1935. Its lines extend through the southern part of Schoharie County. Long-distance connections were contracted for in 1904.

The decline of trolleys has been evident during the last two decades. In some cities, as in Troy, the traction system has been completely motorized by the substitution of buses. Interurban trolleys have been discontinued in many instances. In 1941 the Schenectady Railway Company was authorized to discontinue operation between Schenectady and Saratoga, about twenty-two miles, and also between Aqueduct and Alplaus, five miles. The Southern New York Railway was authorized to halt service between Jordanville and West Oneonta, forty-one miles, and between Index and Cooperstown.

As trolleys have declined, motor transportation has come to the fore and extensive interurban and local service is offered. The growth of central school districts in the rural sections has been made possible by bus operation.

AMOS EATON AND RENSSELAER POLYTECHNIC INSTITUTE—UNION UNIVERSITY—EARLY MEDICAL COLLEGES—LAW SCHOOL—TEACHERS' COLLEGE—EMMA WILLARD PIONEERS WOMEN'S HIGHER EDUCATION—ALBANY GIRLS' ACADEMY—COMMON SCHOOL SYSTEM—DR. ANDREW S. DRAPER.

Engineering training, of great aid to the modern world, received its inception in 1824, when Stephen Van Rensselaer, the "last patroon" established the Rensselaer School. The period was one of

intense curiosity regarding the natural sciences. The State's actual resources were little, but recognized to be great, and peaceful conditions made it opportune to devote time and energy to unraveling nature's riddles.

In this movement Van Rensselaer played an outstanding part. His service as Erie Canal Commissioner gave him grasp of the possibilities for agricultural and industrial development. He was a noted sponsor of public projects and education, aiding in the establishment of Union College, Albany Academy and other institutions.

It was through Amos Eaton, a remarkable young scientist, that he was inspired to found the Rensselaer Polytechnic Institute. Eaton was born at Chatham, Columbia County, May 17, 1776, son of Captain Abel and Azuba Eaton. He was graduated from Williams College in 1799, admitted to the bar in 1802, and had a brief career at law in Catskill. His interest in natural science gained predominance in 1810, when he issued a textbook, "A Manual of Botany," which ran through eight editions. He abandoned law and studied at Yale, afterward conducting lectures on scientific subjects. In 1818 he lectured before the New York Legislature at the request of Governor DeWitt Clinton. He served briefly as a professor of natural history at the Castleton, Vermont, medical school in 1820. He left to take up a geological and agricultural survey of Albany and Rensselaer counties at the request of Van Rensselaer, who had heard him lecture in Albany.

This led, in 1824, to another survey by Eaton along the Erie Canal route, a distance of three hundred miles, for which Van Rensselaer was again sponsor. The same year, convinced by Eaton of the importance of providing scientific education for young people of the region, the "patroon" established the Rensselaer School at Troy. He named Eaton, then forty-eight years old, to the senior professorship, and to hold the chair of chemistry and experimental philosophy. He was also to lecture on geology. Eaton has since been called the "father of American geology." His work gave New York State a priority in this field which the establishment of R. P. I. carried on in other directions.

Explaining his idea to the public, Van Rensselaer stressed the practical side, saying he proposed to furnish instruction to "the sons and daughters of farmers and mechanics by lectures or otherwise, in the application of experimental chemistry, philosophy and natural history, to agriculture, domestic economy, the arts and manufactures." He would welcome to the school those who "may choose to apply



View of Rensselaer Polytechnic Institute

themselves in the application of science to the common purposes of life." He proposed to fit them primarily to make their own living.

Eaton's methods were revolutionary for the times, being predicated on the theory that the student should perform experiments rather than merely watch them done, and "learn by doing," as he expressed it. With his amazing skill in the classroom and tireless zest for knowledge, the school attained a notable success. The first building occupied was one that had been used by a bank.

Study of Eaton's career only enlarges respect for the proportions of his intellectual leadership. His lectures had given him a wide prestige and his novel instruction methods attracted great attention. The plan for a school to train the "sons and daughters" of farmers did not materialize, owing to the cost of separate buildings for each sex, so in this respect the school did not carry out the original idea. Eaton, however, by lectures, encouragement and advice aided Emma Willard and Mary Lyon in their efforts to establish girls' schools which have made history.

At Eaton's feet also sat James Hall, who walked 220 miles from Boston to enter the Rensselaer School in 1830. Hall was graduated in 1832, subsequently becoming world-famed as a geologist and paleontologist. Hall lived in Albany many years during and after his work on the great Geological Survey of the State. Ebenezer Emmons, another able scientist, held the chair of chemistry and mineralogy in the Rensselaer School. Eaton was consulted by the Gebhards of Schoharie. John Gebhard, Sr., a farmer, explored the limestone caverns of that region, and John Gebhard, Jr., an assistant in the Geological Survey, became Curator of the State Museum. Both were important contributors to scientific knowledge of the locality. The emphasis upon agriculture in the Rensselaer School's curriculum lessened somewhat after the death of the sponsor and turned toward broader lines.

The city of Troy afterwards gave lands for the school, which adopted the present name. Fires in 1862 and 1904 destroyed the buildings and, after the latter fire, large endowment funds were obtained from alumni and others, who have built the institution anew.

Rensselaer Polytechnic Institute was the pioneer school in America to grant engineering degrees, that of civil engineer first being awarded in 1835. Eaton remained until his death, in 1842, as the director of the school. The presidency was held by the Rev. Dr. Samuel Blatchford from 1824 to 1828; by the Rev. Dr. John Chester, 1828-29; and the Rev. Dr. Eliphalet Nott, 1829-45. Later presidents were the Rev. Dr. Nathan S. S. Beman, 1845-65; John F. Winslow, 1865-

1868; Dr. Thomas C. Brinsmade, 1868; Dr. James Forsyth, 1868-1886; Dr. John Hudson Peck, 1888-1901; Dr. Palmer C. Ricketts, 1901-34; and Dr. William Otis Hotchkiss, 1935—.

With the coming of the industrial age in the 1850s, the institute developed on lines in keeping with the changing conditions. Twelve degrees are now granted. The Department of Electrical Engineering was established in 1907, the Department of Aeronautical Engineering in 1933. Other courses included Business Administration, Architecture, Biology, Chemical Engineering and Chemistry. A Naval Reserve Officers' Training Corps was established in 1940. The Civil Engineering Department includes surveying and transportation engineering; soil mechanics, foundation engineering and sanitary engineering; and structural engineering.

All the present buildings have been erected within the last thirty years, the last in 1936. The gymnasium was reëquipped at a cost of half a million dollars in 1938. Radio station WHAZ is operated with student programs at Russell Sage Laboratory, and has been heard in forty-one states. Buildings and laboratories are splendidly equipped. Among the structures are the Pittsburgh Building, Carnegie Building, Williams-Proudfit Building, Ricketts Building, Greene Building, Troy Building and Walker Laboratory.

Former President Herbert C. Hoover, speaking at the 1924 celebration of the one hundredth anniversary of the school, said:

“Rensselaer was the first of that great brood of institutions which have spread through the English-speaking world for the training of men in the application of science to human service.”

It has numbered among its graduates many of the outstanding bridge, tunnel, skyscraper and railroad builders of America, besides those distinguished in other fields.

Dr. Nott, who served as R. P. I.'s president for sixteen years, was also head of Union College, which he served for a long period. Dr. Nott was himself an inventor among his many accomplishments. Union, founded for classical education, established engineering courses years ago. With Albany Medical College, a branch of Union University, important research has been done in the application of electricity to medicine.

UNION COLLEGE

The first college in the Capital Region was established February 25, 1795, when the Board of Regents of New York State issued a charter to Union College in Schenectady. It was the first college

charter issued by the board and, with the exception of Columbia, Union is the senior of the many colleges in this State.

As early as 1778 citizens in this area had petitioned the Revolutionary Legislature for a college—in fact, had kept on petitioning until, despairing of action, the prime movers had set up an academy in Schenectady in 1785; and it was this academy which became Union College ten years later. It is probable that war conditions on this exposed frontier kept the Legislature and Governor from acting favorably on those early petitions; and it is pretty certain that after the war, rivalry between Schenectady, Albany and Hudson for possession of the college delayed the issuance of a charter still further. It was the powerful influence of General Philip Schuyler, Albany's leading citizen, which we must assume turned the scales for the group in Schenectady. Their efforts warranted Schuyler's support, for here was an institution of learning, well established and with a building; also, Schenectady was the home of the men who had from the beginning been working for a college in which their children might be trained, as they put it, "to fill the offices of church and state."

Let us consider then how Union College met the hopes and aims of its founders in the years that followed. In planning the policies of the college, they decided that it should be non-sectarian; and it thus became the first non-denominational college in the country. This liberal attitude gave it at once a distinctive place in the educational world.

The first appointment to the faculty was that of Colonel John Taylor, the Revolutionary soldier, who was already a teacher in the academy. A president was quickly chosen—the Rev. John Blair Smith. He arrived in Schenectady in December, 1795, and in the following June delivered his inaugural address in Latin. The first commencement was held in May, 1797, in the old Reformed Dutch Church, and the first degrees conferred upon three young men: Cornelius D. Schermerhorn, of Greenbush; Joseph Sweetman, of Charlton; and John L. Zabriskie, of Schenectady. At the end of the second year a report of the trustees showed thirty-seven students, assets of \$42,422 and 160 acres of land.

At the very first meeting of the board of trustees, May 26, 1795, plans were made for the time when the college would outgrow the academy building; and, in 1797, the site of old West College was chosen. The year 1804 saw the completion of the new building, and in the same year Eliphalet Nott was elected president. Between him



Union College Campus

(Courtesy of Schenectady Chamber of Commerce)

and President Smith there had been two others: the Rev. Dr. Jonathan Edwards, the younger, who died in office in 1801, and the Rev. Dr. Jonathan Maxcy, who resigned in 1804.

So the Albany pastor, Dr. Nott, was chosen and began an unbroken term of office of sixty-two years. "He was a great teacher, an eloquent orator and preacher, a successful inventor, and an able business man. He found Union College with few students and limited means. During his presidency, it became one of the leading colleges of the country." Following the plan of the French architect Ramée, North and South colleges were erected on the present campus, 1813-15. Books and scientific equipment were imported from England; in 1827 the first alternative course without ancient classics was introduced and, in 1845, the first engineering course given in a liberal arts college. In this connection it is of interest to note that Dr. Nott was president of Rensselaer Polytechnic Institute from 1829 to 1845, and a trustee from 1842 to 1845.

Dr. Nott at first opposed secret societies, but following his own liberal policy toward youth and its activities, he later favored them. As a result, Union is known as "the mother of college fraternities." The first three, Kappa Alpha, Delta Phi and Sigma Phi, were founded here. There were also the debating societies, Philomathean and Adelpheic, and others, in which many a future minister and orator practiced and over whose elections many a statesman and lawyer-to-be gained some stirring political experience.

In his declining years Dr. Nott clung to the president's office, until, through lack of authority and leadership, much of the prestige of Union went down with him. But before this time came, hundreds of his students had gone out to found academies and colleges, to serve as ministers, doctors, lawyers, and legislators in the East or in the newer West. Perhaps the one most impressive figure is that of ninety college presidents. The War of 1812 and all wars since have added soldiers and sailors to Union's roll of honor. It is not practicable to attempt a list of her famous men; but we might mention that 143 are included in the "Dictionary of American Biography." In this enumeration Union leads all the small colleges and stands eighth in line, irrespective of size or age. Included are such men as the scholars Perseus Hickok, class of 1820, and Henry James, first of that name, in the class of 1830; Lewis Henry Morgan, 1840, father of anthropology; Squire Whipple, 1830, who introduced mathematical precision into building construction.

Many were pioneers, builders of communities, such as Joshua Forman, class of 1798, founder of Syracuse; George Westinghouse, 1868, inventor; and statesmanlike missionaries, like Sheldon Jackson, 1855, who, after founding several hundred churches in the West, went to Alaska, where he established the economic security of the natives by persuading Congress to introduce the reindeer as a domestic animal. Some surpassed their teacher as educational pioneers, such men as Francis Wayland, 1813, famous president of Brown University; Henry P. Tappan, 1825, first president of the University of Michigan; and Gideon Hawley, 1809, founder of the public school system of New York State.

The Secretaries of State of both the Union and the Confederacy during the Civil War were Union men: William Henry Seward, class of 1820, and Robert Augustus Toombs, class of 1828. And in the Union roll is Chester Alan Arthur, twenty-first President of the United States, and at least one name known round the world—the author of “Home, Sweet Home”—John Howard Payne, class of 1810.

It was unfortunate that at the very period when material needs of colleges were rapidly expanding and their resources increasing to meet those needs, Union was torn by dissensions and weak leadership. It was not until 1894 that it began its recovery under the presidency of another Albany clergyman, the Rev. Andrew V. V. Raymond, himself a graduate of Union in the class of 1875. Before he left office in 1907 Union had discharged all its indebtedness, had added two buildings to the campus, had money on hand for a third, and had secured an endowment of over half a million. This administration was marked also by the establishment of a course in electrical engineering, of which Charles P. Steinmetz was for years the patron and professor. From the beginning this course has had the professional advice as well as the material help of the General Electric Company.

Dr. Raymond was succeeded by the Rev. Dr. Charles Alexander Richmond, also of Albany, and for the next nineteen years he served as president. Progress was rapid and, when he left office, the endowment had passed the four million mark and the physical equipment of the college had been completed in a most adequate manner. This administration was followed by the short but educationally stimulating presidency of Frank Parker Day, a Canadian Rhodes scholar and veteran of the First World War. Then, in 1934, Dr. Dixon Ryan

Fox became the eleventh president of Union College. He succeeded Dr. Charles A. Richmond, who had served since 1900.

Union has had an interesting educational career. As early as 1803 the germ of what was to become the elective system made its appearance on our campus. It has always been handled with moderation and even today, while there is much freedom in choice of studies in the non-technical courses, this choice must be made within a framework which assures the student a balanced course.

President Eliphalet Nott was many things and among them a Yankee inventor; and so it is not surprising that he should have given a marked practical quality to the work of the college. His own famous course, based upon Lord Kames' "Elements of Criticism," was in reality a study of man and his behavior as Nott viewed it through life, and we may add, viewed it with much shrewdness. This eye for the practical gained expression in technical courses; and today professional degrees are offered in physics and chemistry, as well as in civil and electrical engineering. But through all the years the humanities have been the corner stone of the education offered to young men who come to Union, an emphasis which now is finding new justification in the insistence of the professional societies that such courses should be included in technical training.

Though all campuses of old American colleges have been marred by some buildings erected during periods of bad taste, Union has been fortunate, in the main. When the college moved to its present site on a hill overlooking the Mohawk Valley, campus and buildings were designed by a distinguished French architect, Jean Jacques Ramée. While only two of the buildings he planned were erected, they dominate the campus and form the north and south sides of an open quadrangle facing the Mohawk water gap. Recent buildings have sought to catch the spirit of Ramée's design, and they have been the work of such leading architectural firms as George B. Post & Sons and McKim, Mead & White. In its dining hall and lounges the college has an example of the best in modern interior decorating.

The chief of the several gardens called for in the original plan was developed from a beginning in 1834 by Professor Isaac W. Jackson, himself a graduate and for many years professor of mathematics. Here formal planting and nature in its wild forms unite to make a garden of some seven acres, bordering a wooded ravine. It is a thing of beauty and has been greatly admired by our own as well as by English landscape gardeners. There are other gardens, and all

the roadways and walks are lined with elms. The public buildings are enriched by oil portraits of faculty, alumni and others whose lives have played a part in Union's history. All these things give the college an atmosphere which speaks of a worthy past, of a sense of beauty, and of the kind of intimacy which is to be found only in a small college with an ancient and honorable tradition.

FAIRFIELD MEDICAL COLLEGE—ALBANY MEDICAL COLLEGE—
ALBANY LAW SCHOOL—ALBANY COLLEGE OF PHARMACY—
ELEAZER WHEELLOCK—UNIVERSITY OF ALBANY—NEW YORK
STATE COLLEGE FOR TEACHERS.

The first medical college up-State, and the second founded in the State was the College of Physicians and Surgeons of the Western District of New York, at Fairfield, Herkimer County. It was an outgrowth of Fairfield Academy, established in 1803, whose medical department was launched in 1809. A conditional charter was granted June 12, 1812, by Daniel D. Tompkins, Chancellor of the University of the State of New York, under the name of "Clinton College," but the terms were not met. The medical school continued until 1840, including among its graduates many men who were outstanding in their profession. Historically, the institution ranks next to the College of Physicians and Surgeons established in New York City in 1807. It was followed by the Medical Institute of Geneva College, 1835, and Albany Medical College, 1839.

Its reputation was widely acknowledged. The staff of the college in 1812 included Westel Willoughby, Jr., one of the founders, who was professor of obstetrics; Lyman Spaulding, professor of anatomy and surgery; James Hadley, professor of chemistry, and John Stearns, professor of theory and practice of physic. The class of 1812 had eighteen students, and the following year twenty-four entered. In 1816 the degree of Doctor of Medicine was conferred on two graduates. Dr. T. Romeyn Beck, Schenectady-born, a graduate of Union College, became professor of medical jurisprudence at Fairfield in the same year. In 1817 he was named principal of Albany Academy, one of the pioneer boys' schools in the country, which had been incorporated in 1813.

In 1817, Dr. Joseph White, of Cherry Valley, was elected president of the College of Physicians and Surgeons of the Western District of New York, and appointed professor of anatomy and surgery, replacing Dr. Spaulding. Delos White, the president's son, lectured for several years on anatomy. In 1822 Dr. James MacNaughton,

Albany surgeon, became professor of anatomy and physiology. The largest number of students at the college was 217 in 1834. There were fifty-five graduates that year. Professor Willoughby succeeded Dr. White as president in 1827. During the last course of lectures, in the winter of 1839-40, there were 105 students and twenty-six graduates.

Albany Medical College sprang from the tireless labors of Dr. Alden March, who served as president of the faculty from the founding of the institution in 1839 to his death in 1869. The original faculty included the noted James H. Armsby, professor of anatomy; Amos Dean, professor of medical jurisprudence; Ebenezer Emmons, professor of chemistry and natural history, and Thomas Hun, professor of the institutes of medicine.

Dr. March, in 1830, delivered a lecture on the propriety of establishing a college in Albany, which then had a population of twenty thousand. At that time he was conducting private courses in medicine along with his practice. The college first occupied the old Lancaster School building, where it remained eighty-nine years, going to its modern home on University Heights in 1927. The college is linked with Albany Hospital as a medical center and with Albany Law School, Albany College of Pharmacy and Dudley Observatory, is a part of Union University. Albany Hospital was incorporated in 1849 and received its first patient in 1851, beginning clinical work in 1852.

Noted among the graduates of Albany Medical College was the late Dr. Theobald Smith, class of 1883, who discovered the Texas fever germ and the mode of its control. The discovery made possible the building of the Panama Canal through the establishment of sanitation methods for control of malaria and yellow fever. For many years Dr. Smith was professor of animal pathology of the Rockefeller Institute for Medical Research.

Albany Law School, one of the oldest in the United States, was chartered in 1851. Its founders were Ira Harris, Amasa J. Parker, and Amos Dean. It has numbered many noted jurists and other public leaders among its graduates, including David J. Brewer, Justice of the United States Supreme Court; Alton B. Parker, Chief Justice, New York State Court of Appeals; Daniel Manning, Secretary of the Treasury; United States Senator William F. Vilas, and others. William McKinley attended the school for a short time. When Albany Law School was founded, only one other law school, now a part of Columbia University, existed in the State. The only two other law schools in the United States were at Harvard and Yale.

Albany College of Pharmacy likewise was a pioneer in its field. It was established in 1881 by a group of Albany citizens including Dr. Willis G. Tucker, Gustavus Michaelis, Archibald McClure, Dr. Jacob S. Mosher, and Joseph W. Russell. Dr. Mosher became president. Professor Michaelis in 1885 discovered an economical method of manufacturing chloroform which facilitated the use of this element for anesthesia in hospital work. Four-year courses were established in 1927, leading to the degree of Bachelor of Science in Pharmacy.

The first movement toward establishment of a college in the Capital Region was in 1767, when Eleazer Wheelock, who conducted the noted Indian charity school at Lebanon, Connecticut, sought a more central location. He made proposals to the city of Albany as a result of which the common council voted to raise \$7,500 for erection of the necessary buildings if the school were moved there. Several other communities made offers. Friends of Wheelock in England, however, raised a large sum as a result of which control of the school passed to Lord Dartmouth and others. In 1769 it was located in New Hampshire and Wheelock became the first president of Dartmouth College. One of the pupils of Wheelock's Indian school was Joseph Brant, the Mohawk chief.

In 1779 efforts were made to found Clinton College at Schenectady, which did not materialize until 1795, when Union College was chartered.

A move was undertaken in 1851, when Albany Law School was organized, to establish the University of Albany. This did not materialize, and in 1873 Albany Law School, Albany Medical College, and Dudley Observatory became affiliated with Union University.

The New York State College for Teachers dates from 1844, when it was established at Albany. It is the oldest normal school in the State. De Witt Clinton, in 1826, recommended establishment of "a seminary for the education of teachers." Dr. Alonzo Potter, in 1841, urged a training school as an adjunct to the State system. Known first as the Albany Normal School, it was designated a normal college in 1890, and in 1914 the present name was adopted. Oneonta State Normal School was established in 1889.

HARTWICK SEMINARY

The oldest theological seminary in the State and the oldest Lutheran theological seminary in the country was Hartwick Seminary, established five miles south of Cooperstown and four miles east of Hartwick village, Otsego County.

Its origin was most unusual, growing from a concept of a pioneer missionary, who wished to establish a religious community in the forest depths. The missionary, John Christopher Hartwick, born in Germany in 1714, came to America when he was thirty years old. He went first to Rhinebeck, where he served Palatine families, afterward undertaking missions to the Indians. He purchased a large tract on Otsego Lake in 1754, and in 1761 made a settlement there, seeking to found a community for religion and education. He died in 1796. His will provided for the laying out of a town—a wilderness “New Jerusalem”—and for the erection of buildings for a seminary.

Hartwick Seminary was opened in 1797, and chartered in 1816. In 1928 a general reorganization was effected as a result of which the seminary was moved to Brooklyn, and Hartwick College was opened at Oneonta. (Consult chapter on Otsego County for further details.)

THE SCIENTIFIC MOVEMENT—ALBANY INSTITUTE—LYCEUMS— EARLY ACADEMIES—LIBRARIES

Scientific impulse was given to educational inquiry by De Witt Clinton, as Governor, and amplified by such leaders as Stephen Van Rensselaer, Amos Eaton, Elkanah Watson, Amos Dean, and others. The Society for the Promotion of Agriculture, Arts and Manufactures had been established in 1791 in New York City, which was then the State capital.

The organization was revived in 1804 in Albany, when it was renamed the Society for the Promotion of Useful Arts. Robert Livingston, first Chancellor of the State, continued as president. The lyceum movement largely instigated by Eaton's explorations in the fields of botany and geology swept the region. The Albany Lyceum of Natural History was incorporated in 1823 with Stephen Van Rensselaer as president. In 1829 it joined with the Society for the Promotion of Useful Arts to form the Albany Institute. It was before the institute that Henry delivered his first paper on electromagnetism in 1829. The present Albany Institute of History and Art also includes the Albany Gallery of Fine Arts, established in 1846, and the Albany Historical and Art Society of 1886. All were amalgamated in 1900 into the present organization of which Ledyard Cogswell, Jr., is president.

The Troy Lyceum was established in 1818 by Eaton. The Catskill Lyceum was organized in 1820. A few years later these units had become so numerous that a National Lyceum was set up with Van Rensselaer, the “last patroon” as president. The movement revealed the widespread thirst for knowledge.

Organization of academies had begun much before this time in various communities, but enjoyed a great sweep in the period of the 1830-60s. Among the earliest of these institutions, some of which had but a brief existence, were Washington Seminary, Claverack, begun in 1777, while the Revolution was on; Johnstown Academy, 1794; Lansingburg and Cherry Valley academies, in 1796; Columbia Academy, Kinderhook, 1797; Catskill Academy, 1804; Hudson Academy, 1807; Greenville Academy, 1816, and Cooperstown Female Academy, 1822.

Albany Academy, which has weathered the vicissitudes of more than a century and a quarter, was founded in 1813, the city giving the site and aiding with funds. The school grew rapidly under Dr. T. Romeyn Beck, principal from 1817 to 1848, a period which included Henry's brilliant discoveries in electromagnetism. The modern building, costing more than \$900,000, was completed in 1931.

A public library was established in 1786 at Hudson. The Albany Library of 1791 succeeded an earlier one and was succeeded in turn by the Young Men's Association, founded by Amos Dean in 1833, from which has come the modern Albany library system. In 1804, at New Lebanon, the first free library was established by Jesse Torrey, Jr., himself a youth, under the name of the Juvenile Society for the Acquisition of Knowledge for Boys and Girls." Torrey, as he matured, carried on a national movement for free library establishments. There were many other early library associations.

Evidence of the great public interest in natural science was furnished when the State Legislature in 1836 authorized the famous Geological Survey of New York. Four scientists were selected to survey particular sections of the State, one of whom was Dr. Ebenezer Emmons. James Hall, an assistant, won distinction for his work in the western part of the State, and later attained international repute. Consultations of scientists during the progress of the survey at the home of Dr. Emmons in Albany led to the establishment of the Association of American Geologists at Philadelphia in 1841. The association was widened in scope, becoming in 1847 the American Association for the Advancement of Science. The latter group met in Albany in 1856, when Dr. Hall was president, at which time Dudley Observatory was dedicated.

EMMA WILLARD

The practical plan for women's education proposed by Stephen Van Rensselaer when he founded R. P. I. had a different outworking. The Emma Willard School for the higher education of women was



Emma Willard School

established in Troy in 1821, preceding by sixteen years the seminary Mary Lyon founded at Mt. Holyoke, Massachusetts.

Emma Hart Willard was born at Berlin, Connecticut, 1787; taught school there and at Westfield, Massachusetts, before going in 1807 to Middlebury, Vermont. She married John Willard in 1809 and left teaching until 1814 when, her husband having met with financial reverses, she opened the Middlebury Female Seminary. No college at that time admitted women. Mrs. Willard felt that if preparatory training were provided, girls might gain admission to that advanced circle.

She wrote a public address proposing that New York State sponsor a program for improving "female education," which she sent to Governor DeWitt Clinton in 1818. She was invited to address the Legislature and went to Albany, where she made her plea before the joint houses the following year. Mrs. Willard opened a school in Waterford, hoping the State would extend aid, but nothing was done. The people of Troy, however, became interested in her ideas and the common council voted a four thousand dollar tax, leasing a building for her for fifty years. She moved her school to Troy under the name of the Troy Female Seminary. The courses included philosophy, mathematics and the sciences. Mrs. Willard developed new methods of teaching geography and history. She consulted Amos Eaton and learned scientific subjects from him in order to give her students greater advantages. Her school reputedly was the first to open to girls the studies pursued by boys.

She remained as principal until 1838, when she retired. After a trip to Europe she wrote the famous hymn "Rocked in the Cradle of the Deep." The school was carried on by her son, John H. Willard, and his wife Sarah, the latter serving as principal for thirty-four years. In 1872 Troy citizens raised a fifty thousand dollar fund with which to purchase property and endow the school. New buildings were erected in 1892. In 1908 Mrs. Margaret Olivia Sage, widow of Russell Sage, the financier, gave one million dollars for the construction of buildings on a new site, where the present school was opened in 1910. Russell Sage College was established in the former buildings of the school in 1916, with Eliza Kellas as president.

ALBANY ACADEMY FOR GIRLS

Distinguished as a pioneer in women's education is Albany Academy for Girls, founded in 1814, chartered by the Legislature in 1821. It is considered to be the oldest chartered institution in the country

for the higher education of women. Ebenezer Foot was a member of the group which planned the Albany Academy, a boys' school, and influenced by his wife, founded the girls' academy. The first school was a one-story building in Montgomery Street, then a fashionable section of Albany, but now a part of the New York Central Railroad yards. The first principal was Horace Goodrich, a graduate of Union College. The school outgrew the first building in 1820. For many years it was located in Colonial Building on North Pearl Street and afterwards took up its present location on Washington Avenue. Chief Justice James Kent was the first president.

The school occupies three connected buildings, with offices, school and gymnasium. The courses in the beginning were almost identical with those of Albany Boys' Academy, including Latin, calculus, trigonometry, as well as the more social branches, music, French and dancing. Henry Harte, father of Bret Harte, poet of the West, was an instructor in the girls' academy. It has continued an unbroken career in preparing girls for college entrance.

THE COMMON SCHOOL SYSTEM—JEDEDIAH PECK—GIDEON HAWLEY
—ANDREW S. DRAPER AND UNIFICATION

With the establishment of the common school system of the State the Capital Region is especially well identified. The pioneer school in the State was established at Clermont in 1791 by special Act of the Legislature. In 1795 the Legislature had passed an Act for maintaining common schools, appropriating \$50,000. But in 1800 the Act lapsed. Revival of the system is attributed to the leadership of Jedediah Peck, of Burlington, Otsego County. He served in the Assembly, 1798-1804, and from 1804 to 1808 as State Senator. He succeeded in obtaining the passage of an Act in 1805 by which the State sold half a million acres of vacant lands to raise school funds. In 1811 school districts were set up. Peck served as chairman of the commission which designed the system.

The first to fill the new post of superintendent of common schools was Gideon Hawley. He was born in Connecticut in 1785, graduated from Ballston Academy and Union College and studied law in Schenectady and Albany. He received the appointment to head the new school department in 1812, and is known as the "father of the common school system of New York." He obtained amendments to the law in 1814 and 1819. Hawley was superseded in 1829 for political reasons, but continued to serve as secretary of the Board of Regents, a post to which he was appointed in 1814. He favored the establish-

ment of State normal schools. He served as a regent of the Smithsonian Institution, and was active also in business, having been a director of the Mohawk & Hudson Railroad and treasurer of the Utica & Schenectady Railroad. He died in Albany in 1870.

Peck's school district plan of organization has continued down to the recent era of consolidations. In 1853 union free school districts were authorized, which initiated the grouping of districts and facilities with a single tax levy. Many of the early academies were converted into union free schools. In 1914 the Central Rural School Act was adopted, but few consolidations were effected until 1925, when financial assistance of the State was provided, since which time the formation of central districts and building of new, well-equipped schools of this type has gone forward rapidly.

The man credited largely with bringing about the modern unification of the State educational system was the late Dr. Andrew S. Draper. Born at Westford, Otsego County, in 1848, he was graduated from Albany Academy and Albany Law School. He taught school for a time in Westford and East Worcester. On being admitted to the bar in 1871, he entered practice with the late Judge Alden Chester at Albany. Active in Republican politics, he was elected to the Legislature and was made State Superintendent of Public Instruction. Political changes resulted in his leaving the post in 1892. Two years later he became president of the University of Illinois. He established a wide reputation as an educator. In 1904 the Act for unification of the two-headed system of New York State education was adopted, bringing the Regents as supervisors of higher education and the Department of Public Instruction in charge of the academic schools into a single department. Dr. Draper was appointed the first Commissioner of Education. In 1912 the \$4,000,000 Education Building was dedicated to house the coördinated department.

THE PRESS

The Capital Region has enjoyed a notable press. Early publishing ventures were linked with the principal centers along and near the Hudson and in the post-Revolution spread through the Mohawk and Susquehanna country.

Albany's first newspaper was the "Albany Gazette," the first issue dated November 25, 1771. It was printed by two Loyalists, Alexander and James Robertson, who fled in 1776, their presses and shop confiscated by the patriots who took control of the city.

Considering the date at which the "Gazette" was founded, the publishers' opening announcement to the public, interpreting the func-

tions of the press, has an indubitably modern note, in spite of the staccato punctuation:

"In civilized Countries; News Papers are more universally perused than any other Publication whatever; which is evident from the great Number printed in Europe and America.

"This Consideration alone is a sufficient Testimony of their Utility; therefore, we shall only observe; that an impartial Paper, conducted with Judgment; is an epitome of Modern History; Brings Men of merit into public view; promotes a spirit of Enquiry; is favourable to Civil and Religious Liberty; a cheap vehicle of Knowledge and Instruction to the Indigent; and attended with numberless commercial advantages,—

"The perusal requires but a short Recess from Business; and the annual Expence is so inconsiderable that few can be deprived of enjoying it through Apprehension of trespassing either upon their Time or the Pockets.

"Albany: Printed by Alexander and James Robertson at their Printing Office. Subscription 12 shillings per annum."

The list of subscription offices revealed the extensive plans the publishers had for distributing their product. Offices were named in Boston, New Haven, New York City, Fish Kills, Kingston, Claverack, Kinderhook Landing, Half Moon, Saratoga, Fort Miller, Fort Edward, Crown Point, Schenectady, Johnstown, Caughnawaga, Canajoharie, Cherry Valley and German Flats.

Albany's second newspaper was the "New York Gazetteer or Northern Intelligencer," begun in 1782 by Solomon Balentine and Charles R. Webster. It was changed to the "Albany Gazette" in 1784, and merged into the "Albany Advertiser" in 1815.

Webster came from Hartford, Connecticut, to Albany. The initial Albany enterprise apparently did not catch on and in 1783 Webster went to New York City, where he began the "New York Gazette." In 1784 he returned to Albany, resumed the "Albany Gazette" and published the first of the many Almanacks that came from his presses. In 1785 with Ashbel Stoddard he extended his operations to Hudson, where he published the "Hudson Gazette," first newspaper to be issued in that city. In 1788, he and George Webster formed a partnership. Their printing house at the Elm Tree Corner, site of the present Ten Eyck Hotel in Albany, was the first in the region to attain distinction. A spelling book was issued which had a

widespread sale throughout the frontier. George Webster died in 1821, after which the firm was known as Webster & Skinner. Charles Webster died in 1834.

The "Albany Register" was conducted from 1788 to 1817. Founders were John Barber and Solomon Southwick. Southwick was a picturesque and influential figure, center of many political controversies. He pioneered the first agricultural paper in the State, the "Plough Boy," published in Albany in 1819, under the pseudonym of "Harry Homespun."

An era of political journalism began with the founding of the "Albany Argus" by Jesse Buel, in 1813. It became the organ of the Regency under Martin Van Buren and led to the establishment in 1830 of the "Albany Evening Journal" by Whigs who selected Thurlow Weed as their editor and champion. The "Argus" was edited by Edwin Croswell, who had been a playmate of Weed's as a youth in Catskill. The two became titanic rivals. Their papers were looked upon as the chief exponents of opposing party views in the State and exerted national influence.

Pioneering journalists appeared in many other localities. The "Catskill Packet," established in 1792, was printed on blue paper and had for its heading a design of a sloop under sail. It was published by Mackay Croswell & Company. In 1801 it was renamed the "Catskill Recorder." Edwin Croswell, Mackay's son, edited it until he went to the "Albany Argus." The "Catskill Examiner" was begun in 1830.

In Columbia County, following the "Hudson Gazette" came Harry Croswell's "Balance," to which he added the "Wasp," issued under the name of "Robert Rusticoat." The "Wasp" was designed to return the political fire of the "Bee," begun in 1802, by Charles Holt. The "Hudson Republican" was founded in 1820, the "Star" in 1847, and the "Kinderhook Sentinel" in 1825. The later was renamed "Rough Notes" and is still published. An article in the "Balance" led to the famous contest over the freedom of the press referred to in the preceding chapter.

Elihu Phinney, founder of the "Otsego Herald," moved his presses and type to Cooperstown in the winter of 1795, breaking open a track through the snow with a six-horse team. The first issue of the "Otsego Herald or Western Advertiser" appeared in April, 1795, second paper in the State west of Albany. James Fenimore Cooper as a boy, as an amusement set type by hand in Phinney's shop. In 1808, the "Impartial Observer" was founded at Cooperstown by Colonel John H. Prentiss, who had been an editor in New York City. This became the "Freeman's Journal," still issued.

Phinney established a notable bookselling and publishing business which included a stereotyping plant. In 1820 he produced a quarto Bible of which more than two hundred thousand copies were sold. He published Cooper's "Naval History" and Colonel William L. Stone's "Life of Brant," among other titles. He sent book wagons through the western country and also had agents selling books on Erie Canal barges. In 1849 the Phinney publishing business was moved to Buffalo. The "Cherry Valley Gazette" was issued in 1818.

The first Rensselaer County paper was the "Northern Centinel and Lansingburgh Advertiser," in 1787. It was followed by the "Lansingburgh Gazette," and by the "Northern Budget," of Troy, in 1798. The latter was founded by Jesse Buel, a native of Connecticut. Buel conducted the "Albany Argus" from 1813 to 1820, when he sold it to Moses Cantine and I. Q. Leake. He retired to a farm and in 1834 began publishing the "Cultivator," a leading agricultural journal, official organ of the New York State Agricultural Society. Buel was prominent politically, and held many offices. He died in 1839.

Schenectady's earliest paper was the "Mohawk Mercury," 1796. The pioneer paper west of Albany was the "Western Centinel," published at Whitesboro in 1794. The "Western Spectator" was published at Schenectady before 1807, and the "Schenectady Cabinet" was founded in 1809. In Schoharie County, the "American Herald" was launched in 1809 by Derick Van Vechten, printed on a Washington hand press made in England. After the War of 1812, Van Vechten established the "Schoharie Budget," which was changed to the "Schoharie Republican" in 1819. The "Cobleskill Index" dates from 1819. The "Cobleskill Times" incorporates the "Cherry Valley Gazette," and other papers.

The "Watch Tower" was founded in 1827 at Fort Plain, by S. M. S. Gant. Other early publications included the "Amsterdam Recorder," 1854, and the "Radii," begun at Canajoharie in 1837 by Levi Backus.

In Herkimer County, Benjamin Corey began the "Telescope" in 1802. The Herkimer "American" was issued in 1810, William L. Stone became its editor in 1814. In Fulton County, the "Montgomery Advertiser" and "Johnstown Gazette" were established in 1796.

The age of political journalism as typified in the struggle between the "Albany Argus" and the "Albany Evening Journal" resulted in the minimizing of local news, the greatest amount of space being devoted to foreign intelligence and political news and controversy. Croswell

became the "Argus" editor in 1823, when the Albany Regency was flourishing. Leaders of the Regency including Van Buren, William L. Marcy and others contributed to it and conferred on its editorial policies. The "Argus" became the recognized spokesman of the Democratic party of the State, and was conspicuous nationally through the Regency influence. It continued to perform this rôle even after the Civil War. Daniel Manning, of Albany, who became president of the Argus Company in 1873, was Cleveland's campaign manager for the Presidency and was rewarded with appointment as Secretary of the Treasury in 1885.

As an offset to the "Argus" the "Albany Evening Journal" was launched by the Whigs in 1830. B. D. Packard & Company published it. Thurlow Weed, chosen editor, was born at Acra in the Catskills in 1797, where Croswell also spent his boyhood. Weed worked for a time as a printer in Albany, going to Rochester, where he was elected to the Assembly in 1830. He remained for more than thirty years in the editorial post on the "Journal," becoming a national figure. He led many assaults on the Regency, but attained his greatest stature in the Civil War period as friend and adviser to Lincoln. There is a record of a visit by Lincoln to Weed prior to the 1860 campaign. Weed aided Lincoln notably during the trying period when there was much opposition to the war in New York State.

The "Albany Knickerbocker" was established in 1842 by Hugh J. Hastings and combined with the "Press" in 1877. The "Argus" was acquired by the "Knickerbocker Press" in 1921, and the "Journal" in 1925. The traditions of all three have been subsequently carried on by merger in 1937 of the "Knickerbocker Press" and "Albany Evening News" (founded in 1922) into the "Knickerbocker News." The Albany "Times-Union" was formed in 1891 by the consolidation of the "Morning Times" (1856) and "Evening Union" (1882). Martin H. Glynn, of Kinderhook, was editor of the "Times-Union" for many years.

Appointment of State printers was a custom begun in colonial days. William Bradford was designated the official printer in 1693 for the Province of New York. Among the State printers after the capital moved to Albany were Loring Andrews, 1798; John Barber, 1802; Charles R. and George Webster, 1805; Solomon Southwick, 1809; Henry C. Southwick, 1814; Jesse Buel, 1815; Cantine & Leake, 1821; Leake & Croswell, 1823. The appointments were gradually dispensed with, and for many years State printing has been awarded by competitive bidding.

Albany's most noted publisher was Joel Munsell. Born in Northfield, Massachusetts, in 1808, he was apprenticed to a printer at Greenfield, Massachusetts. In 1826 he moved to Albany, where he worked in Solomon Southwick's printing office, and assisted in John Denio's bookstore. In 1834 he was associated with Henry D. Stone in publishing the "Microscope," and from his savings in 1836 set up as a job printer at 58 State Street. His fame as a printer spread. An amazing list of volumes bearing his imprint appeared. He continued the publication of Webster's "Almanac" and issued many works on history, genealogy and science. Most valued are his "Annals of Albany," in ten volumes, begun in 1849 and finished in 1859. He also issued four notable volumes of collections on the history of Albany between 1865 and 1871. He was assisted in some parts of his work by Professor Jonathan Pearson of Union College. For forty years he was treasurer of the Albany Institute, whose transactions he published. He died January 15, 1880.

The publication of agricultural journals for many years centered at Albany. Following the "Plough Boy," the "Cultivator" established by Jesse Buel enjoyed a wide influence among the farmers of the State. Luther Tucker, native of Brandon, Vermont, was the leader in the move which brought the "Country Gentleman" to Albany. Mr. Tucker, beginning his career in Rochester as a printer in 1826, began the publication of the Rochester "Daily Advertiser," first daily newspaper west of Albany. In 1831 he brought out the "Genesee Farmer," which on the death of Judge Buel he combined with the "Cultivator." The "Country Gentleman," begun by Tucker in 1853, was consolidated with the "Cultivator" in 1866 and published in Albany for a considerable period.

In 1844 Alfred B. Street and Professor James Hall began publishing a magazine, "The Northern Light," devoted to art, science and letters. There were but four issues.

ARTISTS AND WRITERS

The Capital Region has furnished the locale for classics of American art and letters. The Hudson River school of painting, which marked the breaking of European tradition in art, took its inspiration from the great natural beauty of the Hudson, Catskills, Mohawk and Adirondack country. Thomas Cole (1801-48), whose Catskill studio is still in existence, was the central figure of the Hudson River school. Frederick E. Church (1826-1900), his pupil, attained great success. He built a Persian castle on a hill south of Hudson, at the east side of the river opposite Cole's home.

Among the artists who interpreted the American scene in this region were Ralph A. Blakelock (1847-1919), John F. Kensett (1818-1872), Asher B. Durand (1796-1886), Albert P. Ryder (1848-1917), George Inness (1825-94), Alexander H. Wyant (1836-92), and Homer D. Martin (1836-97).

A pioneer portraitist was Ezra Ames (1768-1836), a native of Framingham, Massachusetts, who established himself at Albany in 1795. He painted more than a score of miniatures, including portraits of Governor and Mrs. Clinton. A full length oil portrait of Governor Clinton done in 1812 was ordered by the State.

Samuel F. B. Morse before becoming identified with electrical science engaged in portrait painting in Cherry Valley, Cooperstown and Albany. One of his noted portraits was of Supreme Court Justice Nelson. The Albany group included Erastus Dow Palmer, sculptor; Asa W. Twitchell; George H. Boughton, who later went to London; Walter Launt Palmer, and others. Charles Calverley executed the noted Burns statue in Washington Park. A native of Charleston, South Carolina, Edward L. Henry painted American historical subjects, including the first excursion of the first railroad in New York State (Mohawk & Hudson), which is in the Albany Institute of History and Art. John Vanderlyn, born in Kingston in 1776, painted many portraits of Hudson Valley folk, including Aaron Burr. Hudson has had several notable artists, including Henry Ary, Arthur Parton, and Sanford Gifford.

Duncan Phyfe began his career as a furniture maker at Albany late in the eighteenth century, before moving to New York City. The period also was notable for the work of silversmiths.

The literary traditions of the region are equally significant. Washington Irving is imperishably identified with the Catskills, for his story of Rip Van Winkle; as he is with Kinderhook for the "Legend of Sleepy Hollow." In the latter case, he drew from a schoolmaster friend in Kinderhook the character of Ichabod Crane and from a Dutch maid of the village, Katrina Van Alen, the winsome Katrina Van Tassel. Albany's once famous landmark, Vanderheyden Palace, a Dutch house with twin notched gables, is immortalized in "Bracebridge Hall" and with the Knickerbackers of Schaghticoke Irving enjoyed a close friendship.

James Fenimore Cooper found in the Otsego, Hudson and Catskill region locations and persons whom his novels made famous. The original of Natty Bumppo, reputed to have been a Revolutionary

War veteran and scout, David Shipman, has been claimed by both Cooperstown and Hoosick Falls. Statues to the mighty hunter have been erected in both places. Uncas, Cooper's Mohican hero, is believed to have been born on the site of Troy.

James K. Paulding, a contemporary of Cooper, wrote "The Dutchman's Fireside," which deals with Albany before the Revolution. Joseph Rodman Drake, poet of the Hudson, wrote "The Culprit Fay," which describes the leap of giant sturgeon in the river. Alfred B. Street was an important poet and State historian. Henry James, the younger, scion of an Albany family, figures in the literature of the region.

Jeptha R. Simms, author of "The Frontiersmen of New York," and William W. Campbell, who wrote the "Annals of Tryon County" assembled priceless material of the region's history. Herman Melville, author of "Moby Dick," taught school in Greenbush. He was a grandson of General Peter Gansevoort, of Fort Stanwix fame.

William Leete Stone, Sr., born in Ulster County in 1792, after apprenticeship in Cooperstown became editor of the Herkimer "American," and later with newspapers in Albany, Hudson and New York City. He led the movement in 1848 which resulted in appointment of J. Romeyn Brodhead to acquire colonial English and French documents for the State, a notable contribution to its history. He wrote "Border Wars of the American Revolution" (1837), "Life of Joseph Brant" (1838), "Memoirs of Red Jacket," and "Uncas and Miantonomoh." His son, William L. Stone, a New York city editor, wrote "The Life and Times of Sir William Johnson, Bart." (1865), and other works. Benson J. Lossing, native of Dutchess County, wrote important works on the battlefields of the Revolution, the Hudson and other subjects.

Henry Rowe Schoolcraft, leading authority on the American Indians, and discoverer of the source of the Mississippi River, was born in Guilderland, Albany County, in 1793. Son of a glassmaker, he first learned this trade. He attended Union College, and exhibiting aptitude for natural sciences he joined General Lewis Cass's expedition in 1820 on the upper Mississippi. He became interested in Indians. In 1823 he married the granddaughter of an Ojibway chief, who had been educated in Europe. Settling in Michigan, he was elected to the Territorial Legislature. In 1832 he headed an exploring party which located Mississippi's rise in Lake Itasca. In 1836 he arranged a treaty by which the United States acquired sixteen million acres of Indian lands. He was appointed superintendent of Indian affairs.

In 1845 by authority of the New York Legislature, he made a census of the Six Nations of Iroquois, published in 1848. Congress soon after commissioned him to prepare an elaborate work on the Indian tribes of the United States, which occupied the remainder of his life. The work was issued between 1851-57, at a cost of nearly \$30,000 a volume. In a work published in 1847 Schoolcraft used his original name, Calcraft. His ancestor in this country had been a school teacher in Schoharie County, whereupon the name was altered. Longfellow acknowledged Schoolcraft's "Albic Researches," published in New York State in 1839, as the source of the Hiawatha legend, used in his poem. Schoolcraft's "Notes on the Iroquois" appeared in 1846. He died December 10, 1864, at Washington.

Harold Frederick, a Utica editor, is remembered for his story "In the Valley"; Susan Warner, who lived in Canaan, Columbia County, for "Queechy"; Francis W. Halsey, born in 1851, at Unadilla, literary editor of the "New York Times," wrote "An Old New York Frontier." Robert W. Chambers, late of Broadalbin, dealt with frontier life in "Cardigan." Modern contributors to the historic romance of the region include Walter D. Edmonds, with "Erie Water," and other works; Carl Carmer, "The Hudson"; Harold W. Thompson, "Body, Boots and Britches," a collection of folk tales; and Don Cameron Shafer, "Smokefires of Schoharie."

THE STAGE—UNCLE TOM'S CABIN—DEVIL'S DISCIPLE

Earliest record of a theatrical performance in the region is that given by Mrs. Anne Grant in her "Memoirs of an American Lady." She describes the enactment of "The Beaux's Stratagem" by officers of an English regiment stationed at Albany about 1760, and the uproar caused among the scandalized citizens when some of the gay young actors donned women's clothes for the feminine rôles. A barn was converted for a theatre. In 1769, an American company organized by Hallam Brothers, played in the Albany military hospital, which stood at Pine and Lodge streets. In 1785 another theatrical company appeared at Albany. The first theatre, on Green Street, was opened in 1813. For many years Albany enjoyed an excellent theatre and also was a favorite with operatic companies. In the 1890s, it was a try-out town for Broadway productions.

A notable event in theatrical history was the performance of "Uncle Tom's Cabin," September 27, 1852, in Peale's Museum, at Troy. An earlier version had appeared briefly in New York City, but "Uncle Tom's Cabin" as it became known to audiences all over the

United States, was that which first went on the boards of the Troy playhouse.

Dramatic rights of the book had not been reserved, and George C. Howard, manager of Peale's saw in the story an opportunity to develop a part for his daughter, Cordelia, then four years old. George L. Aiken, a nephew, and an actor in their company, produced the dramatization, building the center of interest around "Little Eva." Cordelia played the part with tremendous success, remaining in the rôle until she was twelve. From Troy the play was taken to New York City, where it played 353 performances. It was taken to London in 1856, again playing to packed houses. Cordelia appeared also before Abraham Lincoln at Washington. Her father, lessee of the Troy Museum at the time Mrs. Stowe's book was issued, played "St. Clare." Her mother, Caroline Fox Howard, played "Topsy," and doubled as "Aunt Chloe." Her grandmother played "Miss Ophelia," and several other relatives were in the original cast. Cordelia Howard played in several other productions before her marriage at the age of twenty to Edmund J. MacDonald, a Cambridge, Massachusetts, book binding manufacturer. She died in Belmont, Massachusetts, August 11, 1941.

Among the events of the Albany stage was the first presentation in the United States of George Bernard Shaw's "The Devil's Disciple" (1897). Giovanni Martinelli gave his first American performance at Albany in 1913 in "La Tosca." Summer theatres have enjoyed popularity in recent years, especially at Union College, where Charles Coburn headed a company.

MODERN INVENTIONS

To the conspicuous record of the Capital Region in the early nineteenth century, inventions of later years added outstanding contributions to progress. Natives of the region have earned a great niche for themselves in the development of modern printing, the motion picture and other phases of twentieth century life. The first plastic in this country was celluloid, discovered by John Wesley Hyatt, of Albany.

The history of modern newspaper printing can almost be written in this region. The rotary high speed printing press, newsprint paper made from pulp, and dry stereotype matrices are Capital Region products. William A. Bullock, born in 1813 at Greenville, Greene County, followed the trade of iron founder as a youth. He devised hay and cotton presses. In 1849 he went to Philadelphia, where he

published a newspaper, and becoming interested in the problem of speeding up the printing process, returned to Greene County. At Prattsville he developed a rotary press that would turn by hand. To it he attached a self feeder. He continued his work in New York City, where he produced a fast press for Frank Leslie's "Illustrated Weekly," and also perfected the automatic feeder. In a few years he was making a perfecting press which revolutionized the newspaper industry, turning out twelve thousand copies an hour, folded and cut. He was injured fatally in 1867 while installing a press for the "Philadelphia Ledger." He is the accredited "father" of modern high speed printing.

Making of paper from wood pulp, forerunner of the present woodpulp newsprint, was partly achieved in 1854 by William Orr, of Troy. He made paper containing three-fourths rags and one-fourth wood fibre. Orr also devised the first wallpaper printing machine. Warner Miller, at Herkimer, in 1866, produced paper from pulp on a successful basis. His paper making machine cut the price of newsprint from 15 cents to 3½ cents a pound.

Use of dry matrices in stereotyping, which has greatly increased the speed of newspaper production was developed by the Wood Flong Corporation of Hoosick Falls, largest concern of its kind in the country. Dry mat manufacture was begun by Benjamin Wood in South Boston in 1914. The company located at Hoosick Falls in 1928.

Hyatt's discovery of celluloid dates from 1867. He patented bonsilate, a billiard ball composition several years earlier, which is still manufactured at Albany. He afterward carried on operations at Newark, New Jersey. It was while engaged in a search for a material to replace ivory for billard balls that he hit upon the new product. In all he obtained more than 250 patents. Companies with which he was identified included the Albany Billiard Ball Celluloid Company, Embossing Company, and Hyatt Roller Bearing Company.

In 1914 he was awarded the Sir John Perkins gold medal for "valuable work in applied chemistry and the fundamental invention of celluloid." He died in 1920.

While Hyatt used his celluloid to turn out piano keys, dental plates, celluloid coated playing cards, dominoes, checkers and other articles, celluloid came to be a key invention for the development of camera films and the motion picture. General Electric Company has since become a large producer of plastics.

George Eastman, of Waterville, Oneida County, developed dry plates for photographic use, which was followed by use of roll films.

The selenium cell, basis of the electric eye which added sound to the movies was invented by C. Edgar Fritts, of Oneonta. Mr. Fritts, a jeweler, applied for a patent on the selenium cell in 1880, but did not receive it until 1916.

Inventiveness has had many other expressions. Lewis E. Waterman, of Worcester, Otsego County, found that being an insurance salesman necessitated carrying a bottle of ink and pen while selling insurance. To save this annoyance he developed the fountain pen.

The Westinghouse family, of Central Bridge, Schoharie County, made important contributions. George Westinghouse, Sr., invented a threshing machine. The industry moved to Schenectady in 1856. There George, Jr., after returning from the Civil War, began developing other machines. On a trip from Schenectady to Albany he saw a railroad accident which inspired him to make a more durable frog for switching cars. A wreck on the Troy & Schenectady similarly led him to devise the air-brake which he took to Pittsburgh to manufacture. The air-brake has been called the greatest railroad invention.

The Singer sewing machine business was the outgrowth of invention of Isaac M. Singer, native of Johnsonville, Rensselaer County. He became a client of Edward Clark, lawyer of New York and Cooperstown. A co-partnership was founded, Clark becoming half owner. The firm manufactured the machines, Clark becoming president after Singer's death. In 1873 Clark bought the Fernleigh estate at Cooperstown. The family has been a leading benefactor of that community. The Clark Estates office was located there in 1909.

The Sanforizing process of mechanically shrinking fabric a predetermined amount was invented in 1928 by Sanford L. Cluett, vice-president of Cluett, Peabody & Company, Troy. The process was revolutionary in the manufacture of shirts with attached collars and has been adapted to many other uses. It has been licensed to eighty-three companies in the United States and to thirty-eight foreign companies. Mr. Cluett, civil engineer and inventor, was born at Troy in 1874.

Development of gelatine as a food product resulted from the experiments of Charles B. Knox, a Johnstown glove salesman. He established his first factory in 1891 and became the largest gelatine manufacturer in the United States. Since his death in 1908, the business has been carried on by Mrs. Knox.

Many other useful devices have sprung from the region. J. C. Ross designed the ice cream scoop at Troy in 1895; the late Dr. Sylvanus Reed, an Albany native, developed the metal airplane propeller used by Colonel Charles A. Lindbergh on his transocean flight.

THE MODERN TRANSPORTATION—BARGE CANAL—HIGHWAYS—
PORT OF ALBANY—RAILROADS—PIONEER FLIGHTS OF GLENN
CURTISS AND ATWOOD.

Transportation systems have been almost wholly rebuilt in the Capital Region in less than forty years. With the aid of modern machinery, dimensions and speed of ancient routes have been expanded enormously. An entirely new route—the air—was pioneered in these valleys (as other forms of transportation have been) in the record-breaking flight of Glenn Curtiss in 1910 from Albany to New York. In 1911 Harry N. Atwood coursed down the Mohawk and Hudson valleys on his air voyage from St. Louis to New York, a distance of 1,266 miles. These were the first long distance flights in America.

The modern transportation development has been marked by the creation of a new inland waterway system—the \$175,000,000 Barge Canal—providing navigation across the State, with electrically operated locks. Railroads have stepped up service, streamlining trains, building steel cars and automatic signal systems which have reduced accidents to the minimum and increased passenger comfort, while moving freight at high speed. On the Hudson River ocean ship commerce was reestablished in 1932 upon the opening of the new deepwater Port of Albany, a \$16,000,000 development. On the land as well has occurred a mighty transformation, with great highway ribbons stretching in all directions, and many hundreds of new bridges built, some of the largest being spans across the Hudson and the Mohawk. Since 1898 New York State has invested more than one billion dollars in its highways.

BARGE CANAL

The construction of the Barge Canal effected important geographic changes. The project was taken up in 1886, when Congress caused a survey to be made by army engineers, headed by Major T. W. Symons, to make estimates on the cost of the most practical ship canal route from the Great Lakes to the sea, within the United States.

The Symons report recommended the route by way of Lake Ontario, Oswego River, Mohawk and Hudson valleys, but held that an enlarged barge canal, with canalizing of the Mohawk River would produce better results than a ship canal and at about a quarter of the cost. It was recognized that for some time traffic had been falling off on the Erie Canal, which had never really been enlarged but once since its opening in 1825, and had lost much of its operating facility.

A nine million dollar improvement was authorized in 1895, but this was an inadequate sum, and the work ended in a fiasco. In 1896, a deep waterway was again urged, backed by industry in the Middle West, which had been advancing rapidly and sought an improved water route for bulk goods to reach the sea.

It was Governor Theodore Roosevelt who really set the Barge Canal going. March 8, 1899, he appointed a committee headed by General Francis V. Greene, which recommended definite action to enable the State to hold its commercial prestige. Said this committee in its report, January 15, 1900:

"New York has certain topographical advantages which it would be folly not to utilize. Through the valleys of the Hudson and the Mohawk and the comparatively low and level lands west of Oneida Lake, it is possible to construct a water route connecting the Great Lakes and the Atlantic Coast, and no such water route can be constructed through any other State."

In 1903 the Act was adopted for the construction of the one thousand-ton Barge Canal, at a cost of \$101,000,000, an expenditure which the people ratified at the polls. First contracts were let in the spring of 1905. The design was entirely different from that of the old Erie Canal. Where the old Erie was no more than a land line ditch adjacent to the river bank and was a towpath canal, the new waterway provided for open navigation, largely through streams and lakes, and control of the Mohawk River by means of huge dams, which could be raised or lowered. These dams created pools which stabilized the current, permitting navigation by barges drawn by tugs or, as soon developed, by steel motorships, actually small freighters of special design, going under their own power.

The Erie Canal boatmen would have rubbed their eyes with amazement to see what had happened to the old "ditch." The original canal was forty feet wide, four feet deep, and eventually enlarged to a width of seventy feet and depth of seven feet. The new Barge Canal used a dredged channel width of two hundred feet in the river and in rock sections a width of ninety-four feet. There was no towpath on the new route. Lighted buoys were placed in the channel to guide the navigators by day and night. In place of the stone locks were built huge concrete lock chambers, with gates swinging electrically. Boatmen now actually "sailed" from the Hudson to Lake Erie or north to Lake Champlain, during the April to December navi-

gation season. From the Hudson to Rome the Barge Canal uses the Mohawk River, the land line section being at the western end of the State.

Of particular interest was the engineering in the Mohawk Valley. The river, long noted for its spring freshets and ice jams, often overflowing its banks, presented special problems. Movable dams were hit upon as a means of letting the river run free when flood periods came, thus reducing the overflow hazards. Between Schenectady and Little Falls on the canalized Mohawk, there are eight such movable dams, at Scotia, Rotterdam, Cranesville, Amsterdam, Tribes Hill, Yosts, Canajoharie and Fort Plain. Mindenville has a somewhat similar one. However, for the control of the larger floods and conservation of water for the dry periods, several large reservoirs were constructed. As the canal is operated, water flows from the Niagara into the western end of the canal, which also is served by the Seneca River flow. This water outlets through the Oswego River into Lake Ontario. The summit level of the Erie route is in the Rome section, on the divide between Oneida Lake and the Mohawk. Water is fed into the summit level—the most critical point in the system—from the Black River and a feeder of the old Erie Canal. Other reservoirs were needed, however, to assure sufficient water in the canal east of Rome, and dams were built at Delta and Hinckley, the latter in Herkimer County. Delta Dam, in Oneida County, is one thousand one hundred feet long and impounds two billion seven hundred and fifty million cubic feet of water. Hinckley Dam is three thousand seven hundred feet long, and holds three billion four hundred and forty-five million cubic feet. There are fixed dams at Crescent and Vischer Ferry, each two thousand feet long, at which the State has built powerhouses. The sale of this surplus power brings the State a profit of over \$300,000 a year.

The largest lock is at Little Falls, having a lift of 40.5 feet, a difficult piece of rock-hewn construction at a famous gateway. At the eastern end of the Erie Division, descent is made to the Hudson through five locks of high lift, in a distance of two and a half miles. From the Hudson River to the level of the canal above Vischer Ferry canal boats are lifted a total of 196 feet, equivalent to a height of about twenty stories.

Locks of the modern canal are uniformly forty-five feet wide, the chambers being three hundred feet long, with a depth of twelve feet of water over the lock sills. There are thirty-five locks on the modern

Erie Division, eleven on the Champlain, seven on the Oswego, four on the Cayuga-Seneca. Some of the locks generate their own power to move the lock gates. The Erie Division is 363 miles long from the Hudson to Buffalo; the Champlain Division is fifty miles long and with other branches the system has a length of five hundred miles in all.

While known as a one thousand-ton canal when opened May 15, 1918, it has been demonstrated since that the barge route will carry vessels with nearly three times that amount of cargo. During its early years, traffic was retarded by the necessary readjustment to the new type of shipping involved. Terminals were constructed at various points, and grain elevators were built at Oswego and Brooklyn. Steel motorships have been developed which make passages from Atlantic ports up the Hudson and through the Mohawk Valley to the Great Lakes. These vessels, about three hundred feet long with forty-two foot beam, have carried as much as two thousand tons of cargo. A new type of metal welded barge units operated as a single fleet has been developed for use in the grain trade between Albany and Oswego by Cargill, Inc., which has carried 2,955 tons of wheat on a draft of ten feet. Motorships have voyaged with cargo from tidewater in the Hudson at Albany to Detroit in five days and to Chicago in ten days. About seven hundred vessels ply the canal each year. The commerce in 1918 was 1,159,270 tons; in 1930, 3,605,457 tons. In 1936 a high of 5,014,206 tons was reached. Commerce in subsequent years was: 1937, 5,010,464 tons; 1938, 4,708,488 tons; 1939, 4,689,037 tons; and 1940, 4,768,160 tons. Total cost of the waterway up to July 1, 1941, was \$176,979,944. Statutory depth is twelve feet. Guy W. Pinck, former district engineer of the Public Works Department at Syracuse, was named Commissioner of Canals and Waterways in 1939.

A decision was reached by the Federal Government in 1935 to deepen the Barge Canal an additional two feet between the Hudson River and Oswego as an aid to interstate vessel traffic. The work is done with the consent of the State. The section under improvement is 187 miles long. Estimated cost of the work is twenty-seven million dollars. The project in 1941 was nearing completion, including a channel extension in the Hudson River from Waterford to the Port of Albany, the deepwater navigation head. The extra depth in the Barge Canal channel will permit approximately a twenty-five per cent. increase in the loading depth of vessels. The Federal project includes the raising of certain bridges over the waterway to a uniform

clearance of twenty feet. A pending project calls for lowering the lock sills one foot.

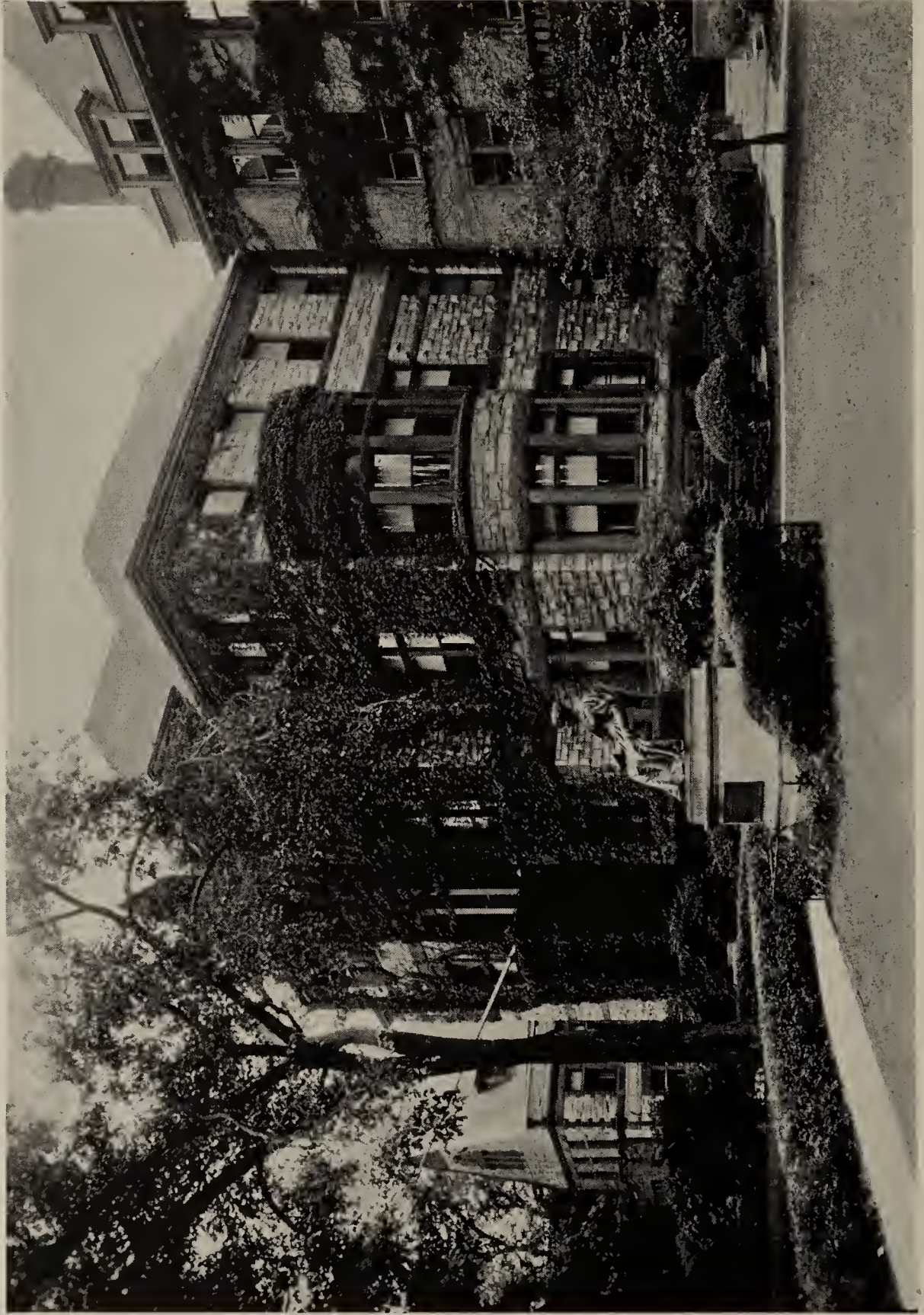
MODERN HIGHWAYS

The automobile produced epic changes. For almost three-quarters of a century—since the passing of the turnpikes—public roads had lain in disuse, thick with dust and grown with weeds. The chief and almost the only transportation, except for the seasonal waterways, was that provided by the railroads. The automobile altered the whole picture, creating travel to every nook and cranny that promised business or diversion. An interchange of activity arose which benefited many a hidden and neglected community and stimulated the growth of cities. An almost universal transportation medium had arrived.

It is a part of Capital Region history that the first section of pavement in the State's modern highway system was built in the fall of 1898 on the road that then connected Albany and Schenectady—the ancient Mohawk Trail, now the modern Route 5.

That year the Legislature enacted the Higbee-Armstrong law appropriating the initial \$50,000 for paved roads. In 1899 another \$50,000 was voted. In 1900 came a daring appropriation of \$150,000. In 1904, more than a million dollars was voted. In 1905 came a fifty million dollar bond issue. In 1910 the annual allotment rose to eleven million dollars and between 1911 and 1920 road building appropriations aggregated seventy-three millions. Captain Arthur W. Brandt, former State Highway Commissioner and since 1939 Superintendent of Public Works, stated in an address in 1923 that up to January 1, 1919, of the 8,030 miles of improved road built, nearly 6,100 miles, or more than seventy-five per cent., were originally of gravel and macadam types less than eleven inches thick; and 3,125 miles, or nearly forty per cent., were six inches or less in thickness.

Since the roads were not strong enough to meet the increasing burden placed upon them, maintenance expenditures have loomed large in the department's budget annually. The maintenance department was established in 1909, when eighty-six per cent. of the road pavements were but six inches thick. Between 1920 and 1930, expenditures for new construction amounted to thirty-eight millions, while sums for maintenance and repair aggregated \$139,000,000. The modern bridge building program began in 1928, when \$3,000,000 was allotted for this purpose. From 1898 to 1941, the total State expenditure for highways, including parkways, new construc-



Russell Sage College

tion, maintenance, repair, bridges and grade crossings aggregated \$1,108,745,716. This included State aid to counties amounting to more than \$40,000,000 and to towns and counties of nearly ninety millions more. The total spent for new highway construction in this period was \$217,633,692; for bridges, \$24,154,000; for maintenance and repair, \$309,029,188; grade crossings, \$81,500,000; for special bridges, \$11,134,000, and special parkways, \$33,395,200.

Traffic counts indicate the wide distribution of vehicle movement over the main and secondary routes. The Capital Region has had as its residents State officials directly in charge of this enormous program. The late Colonel Frederick Stuart Greene, to whom was largely due the present organization of the Public Works Department into districts, and adoption of a plan for the systematic construction of main and secondary routes, was for many years a resident of Rensselaerville. A native of Virginia and graduate of Virginia Military Institute with the degree of Civil Engineering, he engaged in private engineering until the World War, when he served overseas with the 302d Engineers, 77th Division. Governor Alfred E. Smith appointed him Commissioner of Highways in 1919, with instructions to place the State's road program on a progressive basis.

After a two-year absence during the term of Governor Nathan L. Miller, Colonel Greene returned to his post with the reelection of Governor Smith in 1923. He was appointed Superintendent of Public Works and served with great distinction through succeeding administrations until his death, March 26, 1939. For fifteen years of the most active construction period in State history, Colonel Greene was in charge of building funds, including highways, canal, and the erection of public institutions.

Captain Brandt, native of Wayne County, who had served in the Canal and Highway departments since 1912, and was overseas in the World War I with the 1st Division, was named Highway Commissioner in 1924. He was appointed Superintendent of Public Works on March 30, 1939. His residence is in Albany. The major part of the modern highway building has been under his supervision.

Chief engineer in the Public Works Department since 1930 has been Major Thomas F. Farrell, born in Brunswick, Rensselaer County, in 1891, and graduated from Rensselaer Polytechnic Institute in 1912. He served overseas in the First World War with the 1st Division, winning the Distinguished Service Cross and the Croix de Guerre with Palm. He was head of the canal department from 1926 to 1930. His residence is in Albany.

Responsible for the design and supervision of construction of many of the major bridges of the State is Harvey O. Schermerhorn, present Commissioner of Highways. Born at Brunswick, Rensselaer County, Mr. Schermerhorn was graduated from Rensselaer Polytechnic Institute in 1903. From 1904 to 1913 he was engaged in Barge Canal construction. From a post as division highway engineer he was appointed Assistant Chief Engineer of the Public Works Department. In this capacity he was directly concerned with the design and building of the Dunn Memorial Bridge, Troy-Menands Bridge and the Rip Van Winkle Bridge at Catskill, all completed between 1933 and 1935. He has also had charge of the construction of many smaller structures. In 1935 he was named Commissioner of Canals and in 1939 Commissioner of Highways.

In his report for 1940, Captain Brandt strongly recommended that rights-of-way costs for enlarging highways be met by the State rather than the counties, to facilitate arterial highway construction.

Mileage of State roads in the various counties of the Capital Region on January 1, 1941, was as follows: Albany, 246.4 miles; Columbia, 229.67 miles; Fulton, 134.11 miles; Greene, 176.74 miles; Herkimer, 234.06 miles; Montgomery, 172.7 miles; Otsego, 243.82 miles; Rensselaer, 253.6 miles; Schenectady, 122.23 miles; Schoharie, 165.70 miles. In all, the State system comprises 12,739.93 miles of paved roads.

The acceleration of traffic has been amply illustrated in the demand for the construction of new bridges over major rivers. In the decade, 1923-33, these notable structures were built in the Capital Region:

Great Western Gateway Bridge, across the Mohawk River, from Schenectady to Scotia. This was completed December 19, 1925, replacing an iron truss bridge. Difficult engineering problems were involved in the construction. The bridge, with a forty-foot roadway, has twenty-three concrete arch spans and one steel arch span, some of the piers resting on Van Slyck Island. Length of the bridge between abutments is 3,186 feet. The cost was \$2,138,938. The bridge forms a key link in the Mohawk Valley highway system.

Troy-Cohoes Bridge was completed in 1923 over the Hudson River to join the two cities, replacing an ancient wooden covered bridge. It has four deck arch spans and a bascule lift section, the latter required to permit the passage of vessels with high superstructure. Its length between abutments is 793 feet.

Under construction at the same time were the Dunn Memorial Bridge, replacing the old Greenbush Bridge between Rensselaer and

Albany and the Troy-Menands Bridge, both crossing the Hudson. They were completed in 1933. The bridges both have lift sections operating vertically by electricity as an elevator to permit the passage of large vessels. These were the heaviest lift spans in the world at the time they were built.

The proposal for a new bridge at Albany grew out of a project for grade crossing elimination. The tracks of the Delaware & Hudson Railroad at that time were at street level as they entered the city, crossing the main thoroughfare, Broadway, not far from the narrow old iron span over the river. Interruptions to traffic from the passage of trains as well as the opening of the swing span in the old bridge for vessels to pass became increasingly serious and raised much complaint.



(Courtesy New York State Division of Commerce)

Route 20, Near Richfield Springs

To alter the railroad grade sufficiently to create a high span over Broadway would have been immensely costly as well as impractical from the railroad operating point of view. Consideration of a solution led to the conclusion that the whole plan for railroad and highway traffic entering the city in that locality would have to be revised.

Civic interest was aroused and hearings were arranged by the Albany Chamber of Commerce. Colonel Greene, as Public Works Superintendent, pledged State support for a new crossing and bridge project and assigned Mr. Schermerhorn to work out the design. The plan the latter devised was adopted. It provided for a new bridge with a forty-two foot roadway, located adjacent to the old span, but having a greater clearance above the river. From this higher bridge, approach ramps were designed providing distribution of traffic over various routes in both cities. On the Albany side the inclined ramp permitted separation of vehicles entering or leaving the bridge. It also made possible the shifting of the D. & H. Railroad tracks to parallel the waterfront without crossing the public highway, passing beneath the ramp to the southern part of the city. Interchanges of city and railroad property were required, the final result being to give

Albany a modern approach and bridge capable of handling traffic in excess of thirty thousand vehicles daily. The Dunn Memorial Bridge, named for Sergeant Parker F. Dunn, of Rensselaer, World War I hero, was opened to traffic January 23, 1933. The new lift span was found to reduce delays from bridge openings materially. Bridge length between abutments is 968 feet. Cost of the bridge and grade crossing removal was \$2,543,046.

The Troy-Menands Bridge, involving long approaches on either end, was designed to relieve traffic on the Congress Street Bridge, between Watervliet and Troy, which had been overcrowded for years. Similar in its main features to the Dunn Memorial Bridge, it was opened to traffic July 17, 1933. Cost was \$1,740,202. Length between abutments was 3,038 feet. The bridge has twenty deck girder spans, five truss spans and one lift span.

In the same period was constructed the Rip Van Winkle Bridge, making a high level crossing over the Hudson at Catskill. No bridge had existed at this point. The cost was \$2,170,654. It was opened July 2, 1935. The structure makes a "flight" of approximately a mile across the river, including approaches, and affords excellent views. The name was bestowed since it forms a gateway to the Catskill Mountain country, locale of the Rip Van Winkle legend of Washington Irving. It is a toll bridge and was operated by the New York State Bridge Authority, Addison P. Jones, Catskill, chairman. The authority also had charge, by Act of 1936, of the Mid-Hudson Bridge at Poughkeepsie.

In 1930 the ancient wooden covered bridge of the Great Western Turnpike at Esperance was supplanted by a modern span across the Schoharie Creek. The new bridge has three spans, is 337 feet between abutments and cost \$120,415. The old wooden bridge, while still sound, lacked the width to handle modern traffic and it was foreseen would not indefinitely be able to endure the pounding of heavy motor truck loads traveling the modern concrete highway.

A modern bridge over the Hoosick River was completed in 1933 at a cost of \$351,648, also replacing a covered bridge of tradition. The new bridge has a length of 421 feet between abutments and four spans.

Grade crossing eliminations have brought about an important reduction in traffic accidents. The 1941 report of the Public Service Commission reveals that since the people voted the three hundred million dollar grade crossing elimination bond issue in 1925, 845

crossings have been removed outside of New York City at a cost of over seventy-six million of dollars. Other crossings have been given additional protection or closed by changes in the road system. Many of these projects are scattered through the Capital Region. The commissioner's report stated that in 1929 there were 192 persons killed and 532 injured with 7,900 highway-railroad crossings in the State. In 1941 the number of crossings had been reduced to 6,616 and the number of accidents fell to seventy-three killed and 247 injured.

COUNTY HIGHWAY SUPERINTENDENTS

Affiliated with the Department of Public Works are county superintendents of highways appointed by the supervisors in each county, who function under the general direction of the Superintendent of Public Works, and have charge of the improvement, repair and maintenance of the county road system. The county superintendents in the Capital Region in 1941 were: Albany County, Julius A. Kaestner, acting; Columbia, L. P. Hover, Hudson; Fulton, Burt Z. Kason, Johnstown; Greene, Raymond L. Towner, Jewett; Herkimer, A. M. Kennedy; Montgomery, L. H. M. Whitney, Fonda; Otsego, Victor L. Hoke, Springfield Center; Rensselaer, John W. Hansen, Troy; Schenectady, F. C. Campbell; Schoharie, L. J. Wright.

THE DEEPER HUDSON AND THE PORT OF ALBANY—OCEAN NAVIGATION RETURNS TO THE NEW YORK STATE CAPITAL 150 MILES FROM THE SEA, 1932—A TWELVE THOUSAND-TON OCEAN FREIGHTER BUILT AT ALBANY DOCKS, 1941.

The creation of an ocean ship channel in the upper Hudson River, which enabled deepwater vessels to ply that majestic stream for the entire distance of 150 miles from the Atlantic to Albany, was one of the major civic accomplishments of the modern period.

For many generations men had dreamed of removing the shoals that reduced the channel depth in the river from the city of Hudson north to Albany, a distance of less than thirty miles. "Citizen" Edmond Charles Genêt, living in retirement at East Greenbush, more than a century ago proposed the construction of a side canal along the upper reaches through which vessels could be towed. For more than two centuries Albany was an important harbor for light-draft sailing vessels, and it was trade in furs carried in such ships to Holland by the early Dutchmen that founded the city. As late as the 1880s

the city was still a center for sloops and schooners plying in the coast-wise trades as well as for river steamers and canal boats. The development of steel hulls and deeper draft vessels, however, excluded the city from modern ocean trade. From Hudson to New York Harbor the river, naturally deep and tidal, could handle ninety per cent. of all ships afloat.

In 1913, Peter G. Ten Eyck, Representative in Congress, introduced a bill to provide twenty thousand dollars for a survey and estimate of the cost of a deepwater channel from the city of Hudson to the Federal dam at Troy. With this link, ocean navigation would be carried to the junction of the Barge Canal, thus making possible an interchange of water-borne commerce between ocean carriers and the inland vessels. Both Albany and Troy, as the center also of rail networks, were in a position to furnish cargo to be placed on ships at the head of the Hudson.

Because of the shallowness of the channel, which impeded their commercial development, Troy citizens as early as 1909 presented arguments to the Rivers and Harbors Committee in Washington asking for Federal assistance, and pointing out that in a century, down to that time, the government spent only five million dollars on the Hudson River navigation improvement.

While in the days of sailing ships the Hudson bore a large commerce, its rôle in national commerce declined with the evolution of modern sea-going deep-hulled freighters.

In Albany a group of citizens became ardent supporters of the waterway project and championed it at various meetings of the Atlantic Deeper Waterways Association and other bodies for more than twenty years. Among these pioneers were the late Judge Lynn J. Arnold, publisher of the "Knickerbocker Press" from 1910 to his death in 1920; Frederick Cameron, Mr. Ten Eyck, George Babbitt, William E. Woollard, Danforth E. Ainsworth, Edward N. McKinney, William L. Gillespie, Edmund N. Huyck, William E. Fitzsimmons and others, always relatively a handful, often assailed as "dreamers," but indefatigable in their objective. In Troy the Deeper Hudson group included the late Mayor Cornelius F. Burns, E. Harold Cluett, William J. Roche, M. W. Shaughnessy, John J. Hartigan, Alfred E. Roche and others. In Rensselaer, Hudson and other communities of the region were individuals who gave aid to the project.

The survey sought by Mr. Ten Eyck was voted in 1915 and a report made by army engineers favorable to the project. The report, however, did not progress beyond the engineer office.

In 1923 the civic movement was revived when Colonel John R. Slattery, newly appointed army district engineer at New York, announced following an economic survey made by the "Knickerbocker Press" that he was "open to conviction" on the subject. He asked that detailed proofs of the usefulness of the project be submitted to him at as early a date as possible. The "Knickerbocker Press" carried on a strong campaign on behalf of the project.

Shortly thereafter, the Deeper Hudson Committee was formed at a meeting in Troy, of which Mr. Ten Eyck was made chairman. E. Harold Cluett was made finance chairman, G. Wray Lemon, Troy Chamber of Commerce, secretary, and Roy S. Smith, Albany Chamber of Commerce, associate secretary. A fund of twenty thousand dollars was raised to retain an engineering firm to assemble the data, and to present the case for a regional report program.

With the aid of Mayor Burns, who had become acquainted with Henry Ford during the location of the plant of the Ford Company at Green Island, a visit was made to Dearborn in September, 1923, by Mayor Burns, Mr. Ten Eyck and Judge Woollard. Mr. Ford pledged his personal aid in the project and assigned three personal representatives, Gaston Plantiff, E. F. Liebold and W. B. Mayo to appear at the hearing before the Army Board of Rivers and Harbors at Washington.

Other speakers at this meeting, April 22, 1924, included Leonor F. Loree, president of the Delaware & Hudson Railroad; United States Senators James W. Wadsworth and Royal S. Copeland; Leigh Willard, James A. Borden and Alfred E. Roche, Troy; Ernest P. Goodrich, the Deeper Hudson Committee's engineer; the late Senator Henry W. Hill, Buffalo, and others.

The committee was congratulated by Brigadier-General Harry Taylor, chief of the Rivers and Harbors Board, for the excellence of the presentation. The project was approved by the engineers May 6, 1924, providing for a channel twenty-seven feet deep at mean low water between the city of Hudson and the Greenbush Bridge, Albany, at cost estimated at \$11,200,000. The channel was to have width of three hundred feet in earth sections and four hundred feet in rock. The engineers declined to recommend extension of the deepwater channel north of Albany to Troy, having test data which showed, owing to large amount of rock drilling required, the cost would be excessive. The Deeper Hudson Committee voted to ask Congress to make provision for the Albany-Troy section, but this move also failed.

As approved by the engineers, the appropriation was voted by the house January 5, 1925, by the Senate March third, and signed by President Calvin Coolidge on the same day.

It had been hoped to form a Capital District Port Commission, shared in by cities of Albany-Troy-Rensselaer and vicinity, but negotiations failed when no agreement could be reached on the share of participation by each in the work. Finally, Mayor William S. Hackett, of Albany, pledged his city to spend ten million dollars, if necessary, to provide the docks, terminals and other structures. The city of Rensselaer, through Mayor Younghans, announced that it would join with Albany in forming a port district. This was provided in a bill passed by the Legislature and signed by Governor Alfred E. Smith, March 25, 1925. Penning his signature to the measure, Governor Smith said, "You will find this a big job; but the results will repay you twenty times over."

Members of the first Port District Commission were: Frank C. Herrick, chairman; Cornell S. Hawley, treasurer; Thomas Fitzgerald, secretary; Albert E. Dale, of Albany, and Alfred J. Kaufman, Rensselaer. Appointments were as of March 27, 1925.

Work was begun on the construction of the port April 6, 1926. The army engineers proceeded forthwith to dredge the twenty-eight mile channel. During construction period the river work was under the direct supervision of the late John D. Myton, Albany area engineer, and Colonel Slattery, New York, district engineer.

The first ocean going ship to sail from the Port Commission docks was the S. S. "Munsomo," on October 10, 1929, for Gulfport, Mississippi, with two thousand four hundred tons of machinery as cargo. The first inbound ship docking at the new terminals was the S. S. "Irland," Danish-French Shipping Company, which discharged pulpwood from Chatham, Canada. May 31, 1931, the first ship from the Pacific Coast, voyaging *via* the Panama Canal, reached the port, the "San Simeon," of the Quaker Line, with lumber and merchandise cargo.

Completion of the construction was celebrated June 6 and 7, 1932, when the port was dedicated with ceremonies attended by two hundred thousand persons, at which Governor Franklin D. Roosevelt, Chairman Ten Eyck and a War Department official were speakers. Samples of waters from a hundred ports of the world were gathered for the occasion to be mingled with the Hudson.

In a few years the port attained a position of leadership. In 1935 the Port Commission docks handled nearly a million tons of cargoes,

carried in 1,243 ocean going and other types of vessels. The number of ocean freighters calling that year was 232. The port was ranked in 1934 as eleventh in the United States for imports and thirtieth for foreign trade as a whole. Ships voyaged from Java, Philippines and West Indies with molasses; from Baltic states with woodpulp and other products; and to Continental Europe, Italy, Greece, Belgium, Holland, Britain and Portugal with grain from the Albany elevator. A large intercoastal and coastwise commerce also developed.

Thus the dreams of the Deeper Hudson pioneers were realized. The port in 1938 handled 1,224,835 tons of goods and commodities over its docks, while in the port harbor, including river steamer terminals, private oil docks and canal terminals, the total commerce reached 4,604,560 tons of goods valued at \$116,318,382. (War Department Report.) There were 252 ocean freighters calling that year. Foreign imports included 172,610 tons of goods valued at over eight million dollars. In 1939 imports of woodpulp reached a total of 211,936 tons, valued at over ten million dollars, principally from Norway and Sweden.

The Albany area on which the port was built was formerly an island used for truck gardening, the site of the original Fort Van Nassau erected by the Dutch in 1614. From this flat land Glenn Curtiss, in 1910, took off on his noted airplane flight to New York City. The elevation of the island was raised about fifteen feet when the new docks were built. The harbor was dredged to a depth in excess of thirty-five feet. Vessels using the port utilize a draft up to twenty-five or twenty-six feet. The port has been praised for its fast and efficient operation.

At the port was erected in 1931 the world's largest single-unit grain elevator, capacity thirteen million five hundred thousand bushels, which was leased to Cargill, Inc., Minneapolis grain firm. The elevator has car dumping facilities; ship loading speed of fifty thousand bushels an hour for each gallery, and unloading speed from vessels in excess of twenty thousand bushels an hour.

Other facilities include: Five thousand four hundred feet of shipside deepwater docks; four hundred thousand square feet of fire-proof shed storage in six units; twenty miles of standard gauge railroad servicing the port docks and yards, and connecting directly with the New York Central, West Shore and Delaware & Hudson railroads; twenty acres of open lumber storage at Rensselaer terminal; twenty-five thousand two hundred square feet of covered lumber storage, in Rensselaer; two hundred-acre industrial area; Coöpera-

tive G. L. F. Mill, with capacity of thirty-five carloads of dairy feed daily; fire and sewer systems; Atlantic Steel Corporation, scrap metal yards; and a molasses storage plant.

Members of the Port District Commission appointed in March, 1928, were: Peter G. Ten Eyck, chairman; Thomas Fitzgerald, secretary; Robert M. Chalmers, treasurer; Dwight B. LaDu, former State Engineer for Albany, and Charles Wenz, Rensselaer commissioners. In 1931 William J. Flynn became the Rensselaer commissioner and was elected vice-chairman. Leo Fitzgerald became the Rensselaer member in 1934, when Mr. LaDu was made vice-chairman. James F. Martin, Albany, was appointed in place of Mr. Chalmers, deceased. After supervising the major part of the port construction, Mr. Ten Eyck resigned in 1935 to become State Commissioner of Agriculture and Markets. Leo M. O'Brien was appointed from Albany that year. In 1936 Mr. LaDu became chairman, Mr. Fitzgerald continuing to serve as secretary and treasurer. Charles Leverance represented Rensselaer from 1937-40, succeeded by Mayor Marshall C. Rose, 1940—.

An unforeseen event in the port's development was the building of an all-welded steel ocean freighter of twelve thousand tons dead weight displacement in 1940-41 by Cargill, Inc., lessees of the grain elevator. The ship, 437 feet long, with sixty-foot beam and depth of thirty-seven feet, was begun September 1, 1940, and finished in 364 working days. It was launched sideways as a shell fifty per cent. complete from a shipyard at the south of the grain elevator and represented many novel features of construction methods. Designed as a grain carrier, the plans were altered to provide for fuel tanks and the ship, when publicly dedicated, November 10, 1941, had been acquired by Argentine shipping interests for use as a tanker. The new owner, Compagnia Argentina de Navegacion Mihanovich Ltda, of Buenos Aires, named the vessel "Victoria." More than 150 men were employed on the construction. It was the first deepwater vessel built so far north on the Hudson River. After passing her sea trials with great success, the "Victoria" sailed for South America. Plans were announced by Cargill, Inc., for the construction of additional ships.

Effect of the World War II was to reduce sailings from the port owing to the requisition of vessels for government service. Owing to other activities which increased, however, revenues of Port Commission increased in 1941 over 1940. The expenditures by the Port District Commission on the project totaled \$8,173,397 up to 1941, while the Federal channel expenditures were in excess of \$8,000,000.

In practical operation it has been found that shippers in the adjacent Capital Region as well as farther points have found the available deep water shipping advantageous. Many industries have stated they were enabled to remain in competition with far sections of the country by use of this facility.

RAILROAD EXPANSION

During the period of redevelopment of waterways in the Hudson and Mohawk valleys, railroads also exhibited a notable expansion. The largest and most significant engineering project undertaken by railroads in the region was the New York Central Castleton cut-off program. This called for the construction of a heavy duty high level bridge across the Hudson, just below Castleton, leading to the new Selkirk yards. Cost of the work was approximately twenty-four million dollars. The bridge was opened officially November 24, 1924, when a group of national railroad executives passed over the new route.

The cut-off joins the Mohawk Division of the New York Central with the Hudson River Division, and the Boston & Albany, and is known as the Hudson River Connecting Railroad. The route was designed to save the freight haul through Albany and the West Albany cut, providing a shorter route. The grade through the West Albany cut constantly necessitated pusher locomotives for heavy freights.

Capacity of the Selkirk yards is twelve thousand cars. There are 150 miles of track in the yard with no crossings at grade. Electrical control systems handle the shifting of cars for classification. There are icing platforms, repair shops for handling seven hundred cars and other facilities. The yards extend about six miles, between Feura Bush and Selkirk paralleling the West Shore tracks. The connecting railroad has spurs on the east side of the Hudson linking with the Hudson Division near Stuyvesant and the B. & A. north of Niverville. Use of the cut-off system relieved the trackage through Albany and was accompanied by shifting some operations from West Albany to Selkirk. The Central's West Albany locomotive and car shops remain an important feature of railroad activity.

The West Albany shops were famed for the production of Engine 999, which ran in the first Empire State Express and shattered world's speed records May 10, 1893, traveling at the rate of 112½ miles an hour. The Central has recently brought out a new "Empire State Express," streamlined in modern fashion.

Delaware & Hudson Railroad also has streamlined crack trains, and through purchase of high powered locomotives increased freight speed and operations. New locomotives placed in service in 1941 had a weight with tender of approximately one million pounds. Alterations were made in roundhouses and tunnels to provide for the operation and maintenance of this heavy equipment. Car shops at Colonie and Oneonta have provided much employment. New yards have been built at Mechanicville, where the D. & H. meets the Boston & Maine.

Notable improvements in automatic control signal systems, steel car construction and other devices have greatly increased passenger safety on the rail systems.

CURTISS' PIONEER FLIGHT—MODERN AIRPORTS

With the development of air travel the Capital Region is closely identified through the pioneer flights of Glenn Curtiss from Albany to New York, May 29, 1910, and Harry N. Atwood through the Mohawk and Hudson valleys the next year. These were the first long distance flights in America, and the forerunner of modern commercial air services.

In 1909 the New York "World" offered a ten thousand dollar prize for an airplane flight from Albany to New York. No flier took up the offer in 1909 and it was renewed the next year, with some modifications. The terms permitted the flight to be completed within twenty-four hours, allowing two stops for refueling, the start to be made from either city and terminated within the city limits.

Curtiss came to Albany accompanied by his wife to prepare for the take-off on Westerlo Island, then a truck garden. His plane was a simple box-kite affair on which he had no protection from the wind, but sat on a precarious perch between the struts. The flight was delayed from the twenty-seventh to the twenty-ninth by bad weather. Wearing goggles, thick coat, with hip boots to protect his legs, Curtiss then climbed into the plane and notified Jacob L. Ten Eyck, the official starter, that he was ready. He rose into the air at 7:00 A. M., passing over the heads of a great throng. On the way down the river his course was noted from trains, and by people on bridges and boats. Passing through the Highlands, the plane was violently tossed by air currents and Curtiss nearly fell out. He made a landing safely near the Poughkeepsie Bridge to refuel, after a flight of one hour and twenty-four minutes from Albany.

On the second lap, he cruised over New York Bay, after a refueling stop near Tarrytown and brought the plane down on Governor's

Island at 11:58 A. M., after circling the Statue of Liberty. He delivered a letter from Mayor McEwan, of Albany, to Mayor Gaynor, of New York. Flying time for the 150 miles was two hours fifty-one minutes, an average of 52.63 miles an hour.

Two decades later on Decoration Day, May 30, 1930, Curtiss repeated his historic flight, in a reverse direction. He flew to Albany from New York in a twenty-passenger Curtiss Condor plane, in one hour twenty minutes. Five other planes with aeronautical leaders aboard acted as escorts on the voyage. Passing over Storm King Mountain, Curtiss' plane again bounced on meeting the air currents which nearly cost his life in 1910. But the bigger ship passed through the area with only a slight response to the elements.

At a luncheon tendered by the Albany Chamber of Commerce at Ten Eyck Hotel on his arrival, Curtiss said:

"We cannot question the development which aviation has made. We have only to look at one of those great ships at the Albany airport today in order to know. Nor can we question the future it will have. The next generation will take naturally to the air."

Atwood's flight was from St. Louis to New York, 1,266 miles, which he made by stages in 1911. On August 22, he landed at Nelliston at dusk, night flying then not being feasible. Proceeding the next day, he followed the course of the Mohawk and the Hudson to his objective. His average speed was 43.5 miles an hour.

Albany's first airport was opened on Westerlo Island in 1913 under the auspices of the Chamber of Commerce, though then only a landing field. The modern airport at Albany was dedicated in October, 1928. New York-Albany-Montreal air service opened October 1 that year. Albany-Cleveland air mail was inaugurated in 1929 *via* Schenectady, Utica and Buffalo. Airplane beacons were established lighting the route that year. Colonial Airways, predecessor of the American Airways, completed a \$70,000 hangar at the field. Approximately a million dollars has been expended in the development of the airport. Radio range, weather forecasting, administration and other departments are at the field. Runways were again lengthened in 1941.

Schenectady Airport has long been used for experimental purposes as well as for commercial flying, and has excellent equipment, as does the Troy Airport, which has been developed as a pilot training field and for use of private fliers.

Principal airways now operated in the region are the Boston-Albany-Buffalo-Cleveland; New York-Albany-Buffalo and the New York-Albany-Montreal.

Many communities have developed airports offering commercial services, or serving as intermediate fields. Among these are: Amsterdam, Gloversville, Johnstown, Oneonta, Leeds, Columbiaville, Coxsackie, Fonda, Little Falls. In 1937 in the State were ninety-six airports, of which twenty-eight were municipal; thirty-eight commercial; five intermediate; fifteen auxiliary; four army and six private. Twenty-eight were fully or partly lighted.

THE MODERN COMMUNITY—HEALTH—RECREATION—EDUCATION —MUNICIPAL SERVICES—COUNTY GROWTH

Advance in living standards during the past forty years has accompanied progress in other directions. The modern communities of the Capital Region evidence great pride in their municipal services, fire and police protection, street appearance, provision for parks and playgrounds. Much friendly rivalry exists in civic affairs and in expressing to visitors a feeling of welcome. The suburban and rural areas also have grown rapidly, improving their services and enlarging their community interests. Educational facilities in both city and country have entered a new era in the last forty years. In rural sections the central schools furnish all modern services and are valued as community centers.

Tennis courts, public golf courses, swimming pools and other recreational facilities are not limited to cities, but are found in virtually every sizable community. Baseball, devised at Cooperstown by Abner Doubleday in 1839 while attending school there, has become a universal sport.

Foot racing and horse racing were very popular in colonial days. Protests of the Rev. Schuneman against the Sunday racing at Catskill appear in records before the Revolution. Sir William Johnson witnessed some of the races in the Mohawk Valley. Wrestling and riding, often with Indian youths as contestants, were likewise frontier diversions.

Frozen water courses, as on the Hudson and the Erie Canal provided sport for skaters. Skating from Albany to Troy was a common practice up to the construction of the Barge Canal. In summer time the rivers were taken over by boatmen rowers and excursionists.

The origin of baseball at Cooperstown has given the region a special note of distinction. The game as Abner Doubleday devised

it, specified a diamond shaped playing field and eleven players on a side. There were originally four outfielders and two shortstops. Doubleday also is credited with fixing the number of strikes at three. The Rev. Ralph Birdsall in his "The Story of Cooperstown," says the game of "one old cat" comes down from colonial times. In 1908 a national baseball commission decided favorably Cooperstown's claim to the origin of the game.

Baseball pioneering also clusters about Troy, where the Troy Haymakers were members of the first professional baseball league, the National Association, formed in 1871 with ten teams. The Haymakers achieved an enviable reputation and when the New York Giants were organized six of the Haymakers formed the nucleus of the team. The Trojans were tall and could bat powerfully, which undoubtedly explains the term "haymaker" in baseball vernacular today.

Rowing regattas attained great popularity on the Hudson at one time. An Albany crew captured an international trophy in 1873. Rowing shells manufactured of paper constituted a unique industry at Troy for some years.

County fairs date from the colonial period, when an annual "kermis" was conducted at Greenbush in celebration of the harvest. Elkanah Watson, while living in Pittsfield, Massachusetts, developed a plan for county agricultural exhibitions of animals and farm produce which was widely followed. The first county fair conducted according to his proposals was in Cooperstown in 1817. Watson distributed the prizes. Others were rapidly established. In 1819 a State Board of Agriculture was created through the influence of De Witt Clinton, Watson and others to assist counties in conducting fairs. The State Agricultural Society was formed at Albany in 1832.

Parks and recreation grounds are now abundant in the municipal development of the region. Lakes, mountains and rivers have had a notable recreational use as well as the State parks. Many communities have special events for the summer period, such as the weekly free open air movies and street dances conducted in Schoharie for the last twenty-five years and community sings on the shore of Otsego Lake, at Cooperstown. Sharon Springs is one of the noted health resorts of the country, while scenic diversions include Howe Caverns, near Cobleskill, largest underground caves of the Northeast. Besides the natural lakes, such as Otsego, Canaderago, Caroga, Kinderhook, Burden, West Sand Lake and others, a twenty-seven mile long lake has been created by the Sacandaga Dam, a Hudson River regulating project. Excellent fishing and boating are provided.

Germantown, Catskill and neighboring communities of the Hudson Valley each spring participate in an Apple Blossom Festival.

Municipal growth has meant better streets, better lighting, sanitation and other criteria of progress.

Growth of the counties is reflected in the 1940 census, which shows the following populations:

<i>County.</i>	<i>1940.</i>
Albany	221,315
Columbia	41,464
Fulton	48,597
Greene	27,926
Herkimer	59,527
Montgomery	59,142
Otsego	46,082
Rensselaer	121,834
Schenectady	122,494
Schoharie	20,812

The new growth has been typified in the incorporation of villages and cities. Cities incorporated since 1880 include: Amsterdam, 1885; Gloversville, 1890; Johnstown, 1895; Little Falls, 1895; Watervliet, 1896; Rensselaer, 1897; and Oneonta, 1909.

Villages incorporated in this period include: Altamont, 1890; Ames, 1924; Broadalbin, 1924; Colonie, 1921; Delanson, 1921; Dolgeville, 1891; Fort Johnson, 1909; Gilbertsville, 1896; Hagsman, 1892; Mayfield, 1896; Menands, 1924; Old Forge, 1903; Otego, 1892; Philmont, 1892; Poland, 1890; Ravena, 1914; Scotia, 1904; Tannersville, 1895; Valley Falls, 1904; Voorheesville, 1899; West Winfield, 1898.

Population of the cities of the Capital Region, according to the 1940 census: Albany, 130,577; Amsterdam, 33,329; Cohoes, 21,955; Gloversville, 23,329; Hudson, 11,517; Johnstown, 10,666; Little Falls, 10,163; Oneonta, 11,731; Rensselaer, 10,768; Schenectady, 87,549; Troy, 70,304; Watervliet, 16,114.

A number of interesting celebrations have occurred, including the Hudson-Fulton celebration, 1909; Little Falls centennial as a village, 1911; two hundredth anniversary of Stone Arabia Palatine settlement, 1922; Johnstown sesquicentennial of Tryon County, 1922; two hundredth anniversary of Fort Herkimer Church, 1923; Erie Canal centennial, 1925; Cherry Valley Turnpike celebration, 1927; Albany's two hundred fiftieth anniversary as a chartered city, 1936;

Cooperstown centennial of baseball, 1939; Rensselaer County sesquicentennial, 1941; Columbia County Fair centennial, 1941.

Among the newer industries of the region may be listed the Beech-Nut Packing Company founded in 1896 at Canajoharie; Ludlum Steel Company, which located in Watervliet and merged in 1938 with Allegheny Steel Company after a rapid growth, now a part of the Allegheny Ludlum Steel Company; Behr-Manning Corporation, abrasive manufacturers of Watervliet; H. P. Snyder Company, which developed at Little Falls into the largest American bicycle makers; Marshall Asbestos Company, Troy, a Bendix subsidiary; Union Match Company, located at Hudson in 1930; a group of cement companies in the Hudson-Catskill vicinity and at Howes Cave; Knaust Brothers, mushroom growers, Coxsackie and Catskill; insulators at Hoosick Falls and Schenectady; an anti-corrosive metal industry at Castleton, and others.

MEDICINE

The formation of medical societies was authorized by an Act of the Legislature, April 4, 1806. The societies then were empowered to issue licenses to practice medicine in the State. Delegates from each society made up the State Medical Society. Medical training and examination for many years have been under the control of the Board of Regents.

Medicine is probably the oldest profession in the Capital Region. Early settlers were accompanied by "consolers of the sick," who administered to the ill. One of these was Bastiaen Jansen Crol, who was with the first group of settlers coming to Albany (Fort Orange) in 1624. Another was Jan Huyck. They also conducted religious services, performing the dual rôles of clergyman and doctor. The first known surgeon to arrive was Harmen Myndertse Van der Bogaert, who reached Fort Orange in 1631, crossing the sea on the "Eendracht." He is listed as a "chirurgion." Dr. Abram Staats or Staes, a pioneer physician, became more noted as a fur trader, locating at Albany and Stockport, about 1642.

During the Colonial and Revolutionary wars, a large military hospital with about eight hundred beds was maintained in Albany and wounded from Ticonderoga and Saratoga were cared for there as well as in churches and private homes.

Medical education had its beginning in the Capital Region at Fairfield, Herkimer County, where the College of Physicians and Surgeons of the Western District was established in 1809. Albany Med-

ical College, incorporated in 1838, was founded by Drs. Alden March and James H. Armsby.

Nurse training schools are available at many hospitals in the region. Among the hospitals are: Hudson City Hospital, Hudson; Potts Memorial Hospital, Livingston; Memorial Hospital of Greene County, Catskill; Mary Imogene Bassett Hospital, Cooperstown; Amsterdam City Hospital, Montgomery Sanatorium and St. Mary's Hospital, Amsterdam; Nathan Littauer Hospital, Gloversville; Little Falls Hospital, Little Falls; Ellis Hospital, Schenectady; Leonard, Samaritan and Troy hospitals and Pawling Sanitorium, Troy; Albany, St. Peter's, Memorial, Brady and Child's in Albany. Numerous county tuberculosis sanitariums have been built. Several towns have community health centers.

PRESIDENTS AND GOVERNORS—JUDICIAL LEADERS—THE BAR— REPRESENTATIVES

Many notable figures have been identified with the Capital Region. Martin Van Buren, native of Columbia County, rose to the Presidency. Millard Fillmore, who became President in 1850, was a State official and was married at the Schuyler mansion in Albany. James A. Garfield and Chester A. Arthur, whose terms as President followed in sequence in 1881, both spent a part of their young manhood in Rensselaer County.

Garfield, born in Ohio in humble circumstances, worked his way through Williams College. He was a skilled penman and conducted a class in writing in Poestenkill, near Troy. He also preached in the Church of Christ there, and was in demand as a debater and speaker. Arthur, born in Vermont, was the son of a clergyman. As a youth he lived in Schenectady, where his father had a pastorate, and afterward taught school in the town of Schaghticoke. Arthur is buried in Albany Rural Cemetery.

Governors of New York who have reached the Presidency have included Grover Cleveland, Theodore Roosevelt and Franklin D. Roosevelt. William McKinley was a student at the Albany Law School.

Governors linked with the Capital Region have included John Tayler, Acting Governor in 1817, president of an Albany bank; DeWitt Clinton, the canal builder, who died in Albany in 1828; Joseph C. Yates, native of Schenectady and its first mayor; Martin Van Buren; Enos T. Throop, born at Johnstown; William L. Marcy, long a resident of Troy; William C. Bouck, of Fultonham, Schoharie

County; Washington Hunt, born at Windham; John A. King, admitted to the bar at Cooperstown; Samuel J. Tilden, born at New Lebanon; Lucius Robinson, born at Windham; David B. Hill, who died at Albany; Frank S. Black, resident of Troy, where he died; Martin H. Glynn, born at Kinderhook, died at Albany. Governor Throop advocated the removal of the death penalty for all crimes except murder.

Glynn, who attended Fordham University and Albany Law School, was elected State Comptroller in 1906, and Lieutenant-Governor in 1912. When Governor William Sulzer was impeached, Glynn became Governor. He was a candidate at the next election to succeed himself, but was defeated by Charles S. Whitman. Governor Glynn was temporary chairman of the Democratic National Convention and renominated Woodrow Wilson for President. He became managing editor of the Albany "Times-Union" in 1895, and later acquired the paper. He subsequently served in Congress.

In 1915 many constitutional changes were proposed at a convention presided over by Elihu Root, but the voters rejected the proposals. In 1923 a reorganization of the State government was voted by the Legislature, which the people approved in 1925. Numerous departments were consolidated. In 1927 the executive budget plan of proposing appropriations was adopted by legislative constitutional referendum, which the voters approved, the new system going into effect January 1, 1929. An important change in methods of State levies occurred when the personal income tax was inaugurated in 1919. In 1930 gasoline taxes were introduced.

The pioneer attorney of the region was Adriaen Van der Donck, graduate of the University of Leyden, Holland, sent to Rensselaerwyck by the patroon to be schout-fiscaal, or attorney-general, for the manor in 1641. His first duty was to prosecute farmers who allegedly were hiring laborers not in the service of the patroon in violation of contract. Van der Donck did not remain long, declining to be a severe prosecutor, and later led a move for a popular government in New Amsterdam.

County bar associations have been established for many years. Traditions of the bar in the region include such figures as Alexander Hamilton and Aaron Burr, both admitted to the bar at Albany; Sir William Johnson, who presided over the King's Court at Johnstown; Chancellor Livingston, Chancellor Lansing, Chancellor Kent, Abraham Van Vechten, and many another notable.

The State Constitution was changed in 1869 to provide for the appointment of six Associate Judges and one Chief Judge of the Court of Appeals, all to be elected. The term of Supreme Court Justices was extended from eight to fourteen years, and terms of county judges to six years. The Court of Claims with three judges was authorized.

In 1894, when many of the present-day alterations were effected, Joseph H. Choate was president of the Constitutional Convention. The organization of the Assembly was placed at one hundred and fifty members and the Senate at fifty members. It was specially provided that no city or county should have more than one-third of all the Senators and that no two counties which are adjacent or separated by public waters shall have more than one-half the number of Senators. This provision was designed to prevent control of the Legislature by New York City, which has five counties.

The 1894 Constitution gave the Court of Appeals the right to decide questions of fact only when the death penalty is involved. The Appellate Division of the Supreme Court was established, and the State divided into four judicial departments. Five justices of the Supreme Court were to be designated as an appellate court to decide questions of fact. Surrogates in counties with population of over one hundred and twenty thousand were forbidden to practice law. The terms of Governor and other State officers were set at two years. It was specified that State elections should occur in even years, municipal elections in odd years.

At this convention also the provision was adopted providing that the Adirondack forests should be kept forever as wild lands.

Judges of the Court of Appeals under the revisions of 1869 and 1894 have included from the Capital Region: Rufus W. Peckham, Albany; Theodore Miller, Hudson; Robert Earl, Herkimer; Samuel Hand, Albany; Judson S. Landon, Schenectady; and Emory A. Chase, Catskill. Judge Earl was named Chief Judge in 1892.

Present members of the Supreme Court bench in the region include: Justices F. Walter Bliss, Middleburg (Appellate Division); Gilbert V. Schenck, Albany (Appellate Division); Francis J. Bergan, Albany; Pierce H. Russell, Troy; and William H. Murray, Troy, Third Judicial District. Christopher J. Heffernan, Amsterdam (Appellate Division); Sydney F. Foster, Liberty (Appellate Division); John Alexander, Schenectady, Fourth Judicial District. Abram Zoller, Little Falls, Fifth Judicial District.

Judges of Children's Court include: John Boyd Thacher, 2d, Albany County; Edmund A. McCarthy, Little Falls, Herkimer County; Donald F. Boyle, Amsterdam, Montgomery County.

Representatives in Congress residing in the Capital Region include: Lewis Rockefeller, Chatham, Twenty-seventh District; William T. Byrne, Loudonville, Twenty-eighth District; E. Harold Cluett, Troy, Twenty-ninth District; and Frank Crowther, Schenectady, Thirtieth District.

Incumbent judges of the County Courts include: Earl H. Gallup, Albany; Harry E. Clinton, Troy; James W. Liddle, Schenectady; George C. Inman, Hudson; Paul Fromer, Tannersville; William H. Golding, Cobleskill; Donald H. Grant, Oneonta; William J. Crangle, St. Johnsville; T. Cuthell Calderwood, Johnstown; and Frank H. Shall, Little Falls.

One of the noted legal contests of the period was a suit for libel brought in 1915 by President Theodore Roosevelt against William Barnes, Jr., for thirty years owner and editor of the Albany "Evening Journal." Roosevelt's counsel was John M. Bowers, of Cooperstown. The verdict, rendered at Syracuse, gave the President a nominal victory. Barnes, born at Albany in 1866, died June 25, 1930. He was a graduate of Harvard and served as Republican State Chairman from 1911 to 1914. He opposed Theodore Roosevelt for the Presidency when the latter became the candidate of the Progressives.

WORLD WAR COMES AGAIN—THE BATTLE FOR FREEDOM RENEWED

Great as has been the heroism of the past in defense of liberty, the conflict once more has been resumed. In each of the wars on American soil, from Colonial days to the present, residents of this region have contributed loyalty of energy, resources and manpower.

The French-Indian wars, the Revolution and the War of 1812 were fought on the doorstep of the Capital Region. "Fifth columns" were one of the greatest causes of anxiety during the approach of Burgoyne; and Tory and Indian raiders who sacked the outlying communities and left them in smoldering ruin were not the least part of the effort then made to crush out the spark of liberty on this soil.

In the Civil War, Spanish-American War (when Captain Charles D. Sigsbee, of Albany, commanded the "Maine" sunk in Havana Harbor) and in World War I, to which the Capital Region sent more than twenty-five thousand men, the same loyal defense of the Nation has been evoked. The loss of the "Maine," with two officers and 250 men occurred in Havana Harbor February 15, 1898. Captain Sigsbee was the son of an undersheriff of Albany County. He afterward defeated two Spanish warships.

The sinking of the "Maine" furnished the battle cry of the war for the liberation of Cuba and the Philippines. "Remember the Maine" echoed throughout the country. A month after the disaster the Navy purchased from Brazil a cruiser which was named the "Albany" in honor of Sigsbee's home city.

President McKinley called for one hundred and twenty-five thousand volunteers in April, 1898. Frank S. Black, of Troy, was Governor of the State, and the rendezvous of State troops, at Hempstead Plains, Long Island, was named Camp Black.

Organization of regiments was begun promptly, bringing militia units up to war strength. The response was immediate throughout the State. In all, twenty thousand troops were furnished.

Colonel Thomas H. Barber was named commander of the 1st Regiment, New York National Guard, on the nomination of Brigadier-General Robert Shaw Oliver, 3d Brigade commander. Horatio P. Stacpole was lieutenant-colonel. Companies "A," "B," "C" and "D," of the 10th Battalion, Albany, and the 3d Separate Company of Oneonta were assigned to the 1st Regiment. The Oneonta unit was redesignated Company "G." The regiment was assembled at Camp Black in May, went by train to San Francisco, and arrived by ship in Honolulu, in August, 1898, camping near Diamond Head. Orders to return were received in November, and the command was mustered out on home soil February 26, 1899, not having engaged in combat.

Serving as constituent units in the 2d New York Infantry were the 7th Separate Company, Cohoes; 12th Separate Company, and 6th Separate Company, Troy; 32d Separate Company, Hoosick Falls; 46th Separate Company, Amsterdam; 37th Separate Company, Schenectady; 31st Separate Company, Mohawk, and 36th Separate Company, Schenectady, among other units. Major James W. Lester (later a general) was a battalion commander. They were mustered in May 17, 1898, were reviewed by Governor Black at the Long Island encampment, and were sent to Chickamauga, Georgia. Their camp was moved to Tampa and Fernandina, Florida, where much sickness was suffered. The war crisis passed before the regiment could reach the front and it was ordered home. Camp was made at Averill Park until the muster out in October, 1898.

The 23d Separate Company of Hudson became Co. "I," 203d Regiment; was mustered in at Syracuse, and trained at Greenwood, South Carolina, being mustered out March 25, 1898, without having reached field service. Many of the members of the 16th Separate Company, Catskill, saw service during the war.



Court of Appeals (New York State's Highest Court) Building, Albany
The Structure Erected in 1842, is Pure Doric

In World War I, when the National Guard commands were called to colors, many others entered the service. Huge sums were raised in each county through Liberty Bond sales and taxes. Arsenals in the Mohawk and Hudson valleys were flooded with activity. There were many overseas men wounded, many who never returned. Memorials to the World War dead have been erected in communities without exception, and November eleventh has been faithfully observed as the Armistice Day of remembrance.

WORLD WAR I

As a result of unrestricted submarine warfare against our shipping, the United States declared war with Germany April 6, 1917. President Wilson signed the selective conscription bill May eighteenth, the first draft registration being on June fifth.

New York State National Guard troops were called into Federal service under a Presidential proclamation announced July 12, 1917, which fixed the actual induction date as August 5, 1917. Most of the regiments in the State had served on the Mexican Border in 1916, and officers and men formed a trained organization for the work that followed. Commanding the 6th Division, New York National Guard since 1912 was Major-General John F. O'Ryan. The division was redesignated the 27th Division on August 6, 1917. After preliminary guard duty at public utilities, bridges and water supplies within the State the division was assembled at Camp Wadsworth, South Carolina, during September and October, 1917.

While at Camp Wadsworth the National Guard units were redesignated, the division being formed along new lines. Some commands in the State were attached to other organizations. The transportation of the various units to Camp Wadsworth was directed by Major James T. Loree, Assistant Division Quartermaster. After the training period, the 27th Division was transported overseas without loss from enemy action. Arriving in France in April and May, 1918, they were brigaded with British armies in Belgium, and successfully prevented the Germans from breaking through to Dunkirk and other channel ports. The arrival of the units was most timely since the British were then fighting with their backs to the wall in the Ypres sector. The Germans had taken Mt. Kemmel, St. Quentin and other points.

In July the division was in action on the East Poperinghe Line; later in the Dickebush sector and Vierstraat Ridge. Afterward the units were transferred to the Somme sector and late in September

began the main Hindenburg Line action, which resulted in a major German defeat. This action took place in the vicinity of Bony, St. Quentin, Le Catelet and La Selle River. Other actions followed in the Cambrai sector, with battles at Jonc de Mer Ridge, St. Maurice River, and St. Souplet.

Withdrawn from the line after severe losses, the units were sent to rest camp and thence home, for muster out at Camp Upton, Long Island. The Division participated in a homecoming parade on Fifth Avenue, New York City, March 25, 1919. The following day the muster out procedure began, which was completed by the end of the first week in April.

The Division's casualties included 1,791 killed and 9,427 wounded. It won great distinction for smashing the Hindenburg Line, a major contribution to the winning of World War I.

The 105th Infantry of Troy, formerly the 2d Regiment, New York National Guard, fought in three critical battles in less than four months. Commander of the regiment was Colonel James M. Andrews, who had been an officer in the Spanish-American War. Units of the 105th included the headquarters, machine gun and medical detachment, Troy; Companies "A," "C," and "D," Troy; "B," Cohoes; "E" and "F," Schenectady; "G," Amsterdam; "H," Gloversville; "I," Whitehall; "K," Glens Falls; "L," Saratoga Springs, and "M," Hoosick Falls. The 106th Hospital Company, of Albany, was attached to the 27th Division.

The 10th Infantry, of Albany, after arrival at Camp Wadsworth, was designated the 51st Pioneer Infantry on January 4, 1918. It served with the 4th Army Corps and First Army in France particularly in the vicinity of St. Mihiel and Lorraine and was with the Army of Occupation in Germany. Returning to the United States, the regiment was mustered out at Camp Upton, July 8, 1919. The 51st Pioneers included Headquarters Machine Gun Company and Companies "A," "C" and "D" of the old 10th Infantry of Albany; Company "E," Catskill; Company "F," Hudson, and other companies from the lower Hudson Valley.

Company "B," 10th Infantry, was assigned at Camp Wadsworth to the 1st Regiment, 1st Pioneers, and served with the 4th Army Corps in the St. Mihiel sector. Other Capital Region companies of the 1st Engineers were Company "G," Oneonta, and Company "M," Mohawk. A part of Company "M" was transferred to the 107th Regiment, 27th Division. In 1921, Company "G," Oneonta, was attached to the 10th Infantry, New York National Guard. The

Mohawk company was joined to the 10th Infantry about the same time, as Company "I." Troop "B," of Albany served with an anti-tank battalion during the war.

Deaths among the forces sent from the State to the war totaled 13,956. More than five thousand were killed in action. The death roll by counties was as follows (the "New York Red Book," 1934):

Albany, 215; Columbia, 50; Fulton, 42; Greene, 44; Herkimer, 96; Montgomery, 79; Otsego, 75; Rensselaer, 208; Schenectady, 127; Schoharie, 15.

WORLD WAR II

Imperiled condition of the country due to German attacks upon our shipping impairing aid to our ally, Great Britain, resulted in calling the units of the New York National Guard to Federal service by Presidential order between September 16, 1940, and March 10, 1941.

The 27th Division was inducted October 15, 1940, and ordered to Fort McClellan, Alabama. The 10th Infantry of Albany was attached to the 27th Division and redesignated the 106th Infantry. With the 105th Infantry of Troy it formed the 53d Brigade.

Included in the new 106th Infantry were the headquarters and service units of the old 10th Regiment of Albany; Companies "A," "B," "C," and "D," Albany; Headquarters Company, Hudson; and Catskill, Oneonta and Mohawk companies. Serving with the 105th were headquarters units and Companies "A," "C" and "D," Troy; medical unit, Troy; Headquarters Company, Hoosick Falls; Company "B," Cohoes; 2d Battalion Headquarters Company, and Companies "E," "F," and "H," Schenectady; Company "G," Amsterdam; Company "M," Gloversville.

Troop B, 121st Cavalry, Albany, was redesignated Company "B," 801st Tank Destroyer Battalion. The 106th Hospital Company, Albany, was attached to the 102d Medical Regiment.

Immediately on the induction of the National Guard, by order of the Governor the New York Guard was organized by Adjutant-General Ames T. Brown, establishing a force of five brigades of infantry, with not less than one company stationed at each armory. Major-General William Ottman was placed in command.

Following were the units provided in the Capital Region: Albany, Headquarters 3d Brigade, 1st Regiment (except Company "B," 2d and 3d battalions), Company "B," 1st Regiment.

Amsterdam, Company "G," 2d Regiment; Catskill, Company "C," 56th Regiment; Cohoes, Company "B," 2d Regiment; Gloversville, Company "I," 2d Regiment; Hoosick Falls, Company "C," 2d

Regiment; Hudson, Company "L," 1st Regiment; Mohawk, Company "C," 6th Regiment; Oneonta, Company "I," 1st Regiment; Schenectady, Headquarters, 2d Battalion, Companies "E" and "F," 2d Regiment; Troy, Headquarters, Service Company, Medical Detachment, 1st Battalion and Company "A"; Headquarters and Headquarters Detachment, 3d Battalion, 2d Regiment.

Operation of selective service was begun under the 1940 Federal Selective Training and Service Act, for which Brigadier-General Brown, the Adjutant-General, was director. Three-member local draft boards were appointed in each community. The first draft registration was on October 16, 1940, when 1,719,649 men in the State were enrolled. Up to June 1, 1941, there had been 78,223 of these inducted from the State at large.

The attack on Pearl Harbor, December 7, 1941, by the Japanese, followed by declarations of war by the United States against Japan and Germany, accelerated the war effort. Many organizations were formed to aid in the sale of war bonds and stamps, contribute funds for soldier entertainment at camps, gathering of needed supplies and salvage of all critical metals and materials.

As in World War I, draft boards again are functioning. Precautions have been taken through local defense councils to prepare for blackouts and air raids. Invasion threats in the Capital Region are not new. They were faced in 1777, in 1780, in 1781 and in 1812, when the "arsenal of democracy," though yet young, withstood imminent perils. Now the historic record favors the free people in defense of their liberties. The memory of that record will serve as a bulwark for heart and sinews in the battle for a greater and more permanent freedom. Upon the free land and its loyal people a world future depends.

HISTORICAL SOCIETIES

The growth of interest in the history of the region has been evidenced in the organization of historical societies in the various counties.

The New York State Historical Association, founded in 1899, and originally devoted to the region north of the Mohawk, widened its field many years ago, and has a large membership devoted to historical collections, identification of historic sites and research. Headquarters buildings are maintained at Ticonderoga and at Coopers-town. Dr. Dixon Ryan Fox, in 1941, was elected to his thirteenth term as president. Clifford L. Lord became director in 1941. "New

York History," quarterly journal of the association, is published at Cooperstown.

Societies in the region include: Albany County Historical Association, Cherry Valley Historical Association, Cohoes Historical Society, Columbia County Historical Society, Daughters of Columbia County Historical Society, Greene County Historical Society, Herkimer County Historical Society, Hoosick Falls Historical Society, Ilion Historical Club, Mohawk Valley Historical Association, Otsego County Historical Society, Rensselaer Historical Society, Schenectady County Historical Society, Schenectady Genealogical Society, Schoharie County Historical Society, Montgomery County Historical Society, Johnstown Historical Society.

Several of the societies occupy distinguished buildings. The Columbia County Historical Society has its headquarters at the House of History, Kinderhook. The Schoharie County Historical Society is custodian of the Old Stone Fort, Schoharie. The Greene County Historical Society has as its home the early Dutch Bronck House, at Coxsackie. The Montgomery County society owns Fort Johnson, at the west end of Amsterdam, and the Johnstown society is custodian of Johnson Hall.

The Van Epps-Hartley Chapter, New York State Archeological Association, of Schenectady, engages in original research and excavations related to the early aboriginal occupation of the region.

CHAPTER XXIV

Albany County

One of Ten Original Counties—Early Settlement—Beginning of Trade—Geographic Features—First City Hall—Courts and Courthouses—Albany City—The Great Pier, 1825—Lumber District—Stove Makers—Civil War Units—Telegraph—Telephone Pioneering—Modern Growth—Seaport—Water Supply—Airport—Bridge—Notable Buildings—Churches—Banks—Newspapers—Hospitals—Schools—Colleges—New Siena College—Academies—Parochial Schools—State Education—Public Library—Bar Leaders—Artists—Radio Stations—Manufacturing—Inventions—Humane Society—Schuyler Mansion—Thacher Park and Recreation—Cohoes—Water-vliet—Green Island—Menands—Towns of the County—Colonie—The Shakers—Bethlehem—Berne—Coeymans—Guilderland—Altamont—Henry Rowe Schoolcraft—Knox—New Scotland—Rensselaerville—Westerlo.

Reached by Henry Hudson in the "Half Moon" in 1609, Albany County became the seat of the first trading post established by the Dutch in the present New York State area. This was Fort Van Nassau, erected in 1614, by the traders Hendrick Christiaensen and Adriaen Block, on an island formerly within the town of Bethlehem, now included in the city of Albany. The map prepared by Block and Christiaensen in 1616, when they sought to extend their trading privileges, revealed no fort or settlement at Manhattan, while the location of Fort Van Nassau was clearly indicated.

The island was known to the Dutch as Castle or Marte Gerritsen's Island, later as Van Rensselaer's, and in modern times as Westerlo Island. It is at the mouth of the Normanskill, a creek famed in Indian tradition as the Vale of Tawasentha, and associated with the Iroquois leader Hiawatha, one of the founders of the Iroquois Confederacy. Here in 1618 is believed to have occurred the initial treaty of friendship and trade between the Dutch and aborigines, which safeguarded the Colony down to the Revolution. Adjacent to the site is the modern deep water Port of Albany.

The county was one of the ten original counties erected in the Province of New York under the British flag, all on the same day, November 1, 1683. Albany County then embraced "the Manor of Rensselaerwyck, Schenectady and all the villages, neighborhoods and Christian plantations on the east side of Hudson's River from Roeloff Jansen's Creek; and on the west side from Sawyers Creek (Saugerties) to the outermost end of Saraghtoga." The bounds soon went as far as English claims extended, including Vermont and the Five Nations territory north to Canada and west to Niagara. Albany thus became the "mother" county of the up-State region, above Dutchess and Ulster counties.

The county retained this vast, indefinite area eighty-nine years. In 1772, through the influence of Sir William Johnson, Tryon County was formed, taking from Albany County the lands west of Hoffmans and Schoharie Creek. Charlotte County, formed at the same time, took off lands to the north above Saratoga. No more changes were made until after the Revolution, when due to advancing settlement and the need of centrally located courts, many more counties were organized. By 1809 Albany County assumed virtually its present dimensions. From a vast zone encompassing the larger part of the present State, it shrunk to an area of 527 square miles. The manor of Rensselaerwyck, extending twenty-four miles along the Hudson shores and twenty-four miles back from each bank, was made a district in 1772 (excluding the city of Albany), and divided into east and west districts in 1779. Except for a small portion of land along the Mohawk near Cohoes, the present dimensions of the county coincide quite closely with those of the west district of Rensselaerwyck. The north and south lines of the county are parallel (Cohoes to Beeren Island) and the west line is about twenty-five miles equidistant from the Hudson River. Locally the districts were often called "manors," though having no manorial functions after the Revolution.

Settlement of the county was predominantly Dutch throughout the Colonial period. Albany bore the names of "Fort Orange," 1624; "Beverwyck," 1652; "Albany," 1664; "Willemstadt," 1673; becoming "Albany" again in 1674, after the abortive Dutch attempt to regain possession of the Province. There were other scattered nationalities—English, Scandinavians, French, Palatine Germans, Swiss, a few Irish, and others in the early period. After the Revolution there was a large influx of New England, Scotch, English and Irish settlers. Berne was settled by Swiss and Palatines; Rensselaerville by migrants from Connecticut; New Scotland by Scotch pioneers;

Knox by Palatines, Scotch and Dutch. Original Dutch communities are identified by such local names as Coeymans, Guilderland, the Boght, Colonie.

The county geographically possesses unusual interest. Alluvial flats lie along the river, back of which are fertile plateaus extending to the Helderbergs (meaning "clear mountains"), a spur of the Appalachians affording remarkable vistas. The mountains are famed as a summer picnic spot and among geologists for abundance of fossil rocks. The Helderberg escarpment rises six hundred to eight hundred feet and is traceable for 250 miles through the western part of the State. Highest point of the Helderbergs has an altitude of 1,823 feet above sea level.

The Mohawk River, which forms the northeastern boundary of the county, has a seventy-foot fall at Cohoes, where it enters the Hudson. Here were found bones of a prehistoric mastodon in 1866. The falls, early considered one of the wonders of America, exerted an important economic effect upon the county. Acting as a barrier to travel, they forced use of the land trail between Albany and Schenectady. Later, the famous Erie Canal locks and aqueducts overcame the navigation blockade, succeeded by the modern electrically operated Barge Canal locks. Five locks now overcome a lift of 190 feet. At Cohoes the first application of water power was made to knit goods industry in America and the falls are one of the largest sources of hydroelectric energy in the region. Rich clays gave impetus to the brick and pottery industries, while sands of special quality are widely distributed for molding processes. Limestone quarries and caves of the Helderberg region are used by modern cement industries.

Among the streams of the county are the Normanskill, named for Albert Andriessen Bradt, a pioneer from Normandy, who rented a mill on the creek in 1636. This is believed to have been the first Indian route from Schenectady to the Hudson. Traders located along it and by 1700 more than fifty families had homes in the vicinity.

Other streams are Coeymans, Vlamans, Hannacrois, Basic, Catskill Creek, flowing into the Hudson; Beaverdam, Foxenkill and Switzkill, flowing into the Schoharie Creek; and Lishakill, flowing into the Mohawk. The Normanskill's tributaries include the Vly, Bozen, Hunger, Krum and Wildhause kills. Formerly in Albany, but buried in the modern sanitary system, are the Beaver, Rutten, Fox and Patroon kills. The modern Albany city water supply has reservoirs in the vicinity of Alcove and Indian fields, impounding waters of Basic and Hannacrois creeks. Hannacrois is said to be derived from

the Dutch words "hanna-kraai" or "cock crow," and is also claimed to be of Indian origin.

Islands in the Hudson, which forms the eastern boundary, also are of interest. Among them is Beeren Island, south boundary of the original Rensselaerwyck manor, where the patroon erected a small fort in 1644—in modern times a picnic place for river excursionists. Green Island, at the mouth of the Mohawk, is a village with large industries, opposite Troy. Other islands at the delta of the Mohawk River include Haver or Oat Island (Poebles), on which was an Indian village known as Moenominees Castle; and Van Schaick Island. On the latter may be seen evidences of the fortifications thrown up by General Philip Schuyler in 1777, when the headquarters of the northern army were stationed there.

Lakes in the county include Werner's, Thompson's and Lawson's, used as summertime camp and resort centers.

The county has long been prominent agriculturally as a producer of barley and hay, and has many farms producing vegetables, poultry and eggs for the local markets.

The county has three cities—Albany, Cohoes and Watervliet—and ten towns. Its fame was derived for nearly two centuries from the fur trade; afterward hinged on such products as wheat, barley, rye, timber, potash and brick. As a transportation center it gained great fame from the pioneer steamboat, canal and railroad and now has modern highways, seaport and airport services besides. Many of its industries were stimulated by transportation, such as boat and locomotive building and repairs. Textile and other manufactures thrived, due to the available water power of Cohoes Falls and smaller streams. Railroad operations continue to predominate as the leading industry, with annual payroll in the county exceeding \$11,000,000.

Distinguished in the county's hall of fame is Joseph Henry, Albany Academy professor, who developed the principles of electric generation, transmission, signals and radio. To Egbert Egberts and Timothy Bailey, at Cohoes, was due the first application of power machinery for the knit goods industry. John Wesley Hyatt, of Albany, discovered the celluloid process, which has meant so much to the photographic and movie industries.

The county takes pride in its modern facilities, which include an excellent highway department; farm bureau, home bureau and health services; 4-H clubs; modern and well-equipped sanitorium; Ann Lee Home and Hospital for the Aged and Homeless; county jail and

other structures. The annual Albany-Schenectady County Fair is conducted at Altamont.

Agriculture is an important pursuit. The county contains 2,177 farms, with a value in land and buildings of \$13,507,794. Value of live stock exceeds \$1,000,000. Egg production is valued at \$475,000; dairy products at \$1,196,000 a year. More than seven thousand acres are planted for vegetables, most of which are sold on the Albany Market and the Menands Regional Coöperative Market. Hay, buckwheat and fruit are important crops.

Industrial production in the county's 288 plants in 1937 was valued at \$100,818,161. The number of employees was 14,167.

Among the notable industries of the county are the United States Arsenal at Watervliet, century old armament factory; a huge abrasive industrial plant, also at Watervliet; the world's largest grain elevator at the Port of Albany; car building and repair shops at West Albany and Colonie.

Population of the county in 1790 was 15,717; in 1800, 25,155; in 1820, 38,116; in 1840, 68,593; in 1890, 164,555; in 1910, 173,666; and in 1940, 221,315. Assessed valuation of property in the county in 1941 was \$332,057,842.

ALBANY

The city of Albany was chartered on July 22, 1686, less than three years after Albany County was formed. Under the charter granted by Governor Thomas Dongan the city extended sixteen miles northwesterly, one mile wide, from the west bank of the Hudson. It had existed as a village since 1652 under the control of the commander of Fort Orange and local magistrates, appointed by the Governor. The first city hall is believed to have been built soon after the approval of the charter, on a site at the northeast corner of Broadway and Hudson Avenue, where about 1705 a larger three-story brick structure with a tower was erected, improved in 1740. In the latter Stadt Huys was conducted the notable Congress of 1754, which first framed a formal Plan of Federal Union. First of Albany's mayors was Peter Schuyler, trader, warrior and Indian treaty negotiator who was twenty-nine years old when he took office. He served for nine years. The first clerk of the city was Robert Livingston, who in the same year became owner of the manor of Livingston.

Mayors of Albany were named by the Governor of the Province under the Dongan Charter, although aldermen were elected by vote of the freemen. The mayors continued to be named by the governors



City Hall, Albany, Designed by H. H. Richardson, of Boston. Campanile Contains
Municipal Carillon of Sixty Bells

of New York for several years after the State was established, but this function was taken over by the Common Council until 1840. A change in the charter then permitted the election of the mayor by the people. Jared L. Rathbone was the first to be popularly elected.

Albany city bounds extended westward nearly to Schenectady in a long "panhandle" until 1870, when the limits were set at four and a half miles from the Hudson. A series of other adjustments between the city and towns of the county have modified the borders to present dimensions. A part of the town of Bethlehem was annexed to the city at the time of the Port of Albany construction, and a residential section bordering New Scotland Avenue also has been added.

Since the post-Revolutionary period Albany has been the capital of the State. The first State building was erected in 1797 for offices at State and Lodge streets, followed in 1806 by the first State-built capitol, the Legislature using the old Albany Stadt Huys for ten years. Albany's population was then six thousand. The city and county shared in the construction of the first capitol, of which Philip Hooker was architect, and it is a commentary on the public business of those times that the State, city and county could all share the same modest structure. This building was on the south side of present Capitol Park. The city and county erected their own building in 1831. In 1895 the county courthouse was moved to 91 State Street, a building acquired from the Albany Savings Bank. In 1916 the present beautiful courthouse on Eagle Street was erected. As a county seat and State capital, Albany has enjoyed unusual distinction as a lawmaking and law interpreting center. All types of courts are represented, it has been said, except the United States Supreme Court.

In the early manor courts the patroon's commissary and magistrates functioned until their authority was taken over about 1652 by the court of Fort Orange and Beverwyck. The first sheriff of Rensselaerwyck was Jacob Albertsen Planck. Arent Van Curler became commissary for a time. Magistrates included Brant Peelen, Cornelis Teunisse Van Breuckelen, Peter Cornelise and Dirck Jansen.

The Mayor's Court was established by the Dongan charter of 1686. A Court of Common Pleas, made up of the mayor, aldermen and recorder, or any three of them, began functioning for the city and county in 1691. Peter Schuyler was the presiding judge. State Supreme Court was set up in 1777, and among the justices from Albany County serving on this bench have been Robert Yates, John Lansing, Jr., James Kent, Ambrose Spencer, William L. Learned, D. Cady Herrick, Alden Chester.

Albany County Court evolved from the early Court of Common Pleas and was changed to its modern form by the Constitutional Convention of 1894. Among the judges have been Jacob Ten Eyck, John Lansing, Peter Gansevoort, Jacob H. Clute. Surrogate's Court grew from the early Orphans' Court.

Police Court was established about 1900. The Recorder's Court is a vestige of the original Mayor's Court, the recorder having some of the powers of Supreme Court Justices. Misdemeanors have been turned over to the Police Court. Children's Court was created in 1921. Traffic Court was set up in 1935 as a result of agitation to separate minor traffic infractions from criminal category.

The land occupied by Capitol Park was formerly a public square and was presented by the city to the State as a consideration for the location of the capitol. Since 1797 Albany has fulfilled a triple rôle as a seat of State government, county seat and as a city pursuing its own aims.

Government, in fact, is one of Albany's chief activities, with approximately six thousand residents employed in public service. The second capitol was authorized by Act of May 1, 1865. The first stone was laid July 7, 1869, by John Van Schaick Lansing Pruyn, chancellor of the University of the State of New York. The corner stone was laid June 24, 1871, by the Grand Lodge of Masons. A portion of the building was placed in service January 7, 1879, and the building occupied entirely January 1, 1884. It was completed in 1898 when Frank S. Black, of Troy, was Governor. The great western staircase, with its remarkable carvings of prominent persons and events was constructed in this period. The building's construction, occupying a quarter century, employed a full generation of workmen hauling stone and other materials to the hilltop. It was the most expensive building in the United States, costing approximately twenty-five million dollars; and, being erected before the age of steel, is mostly of stone arch construction.

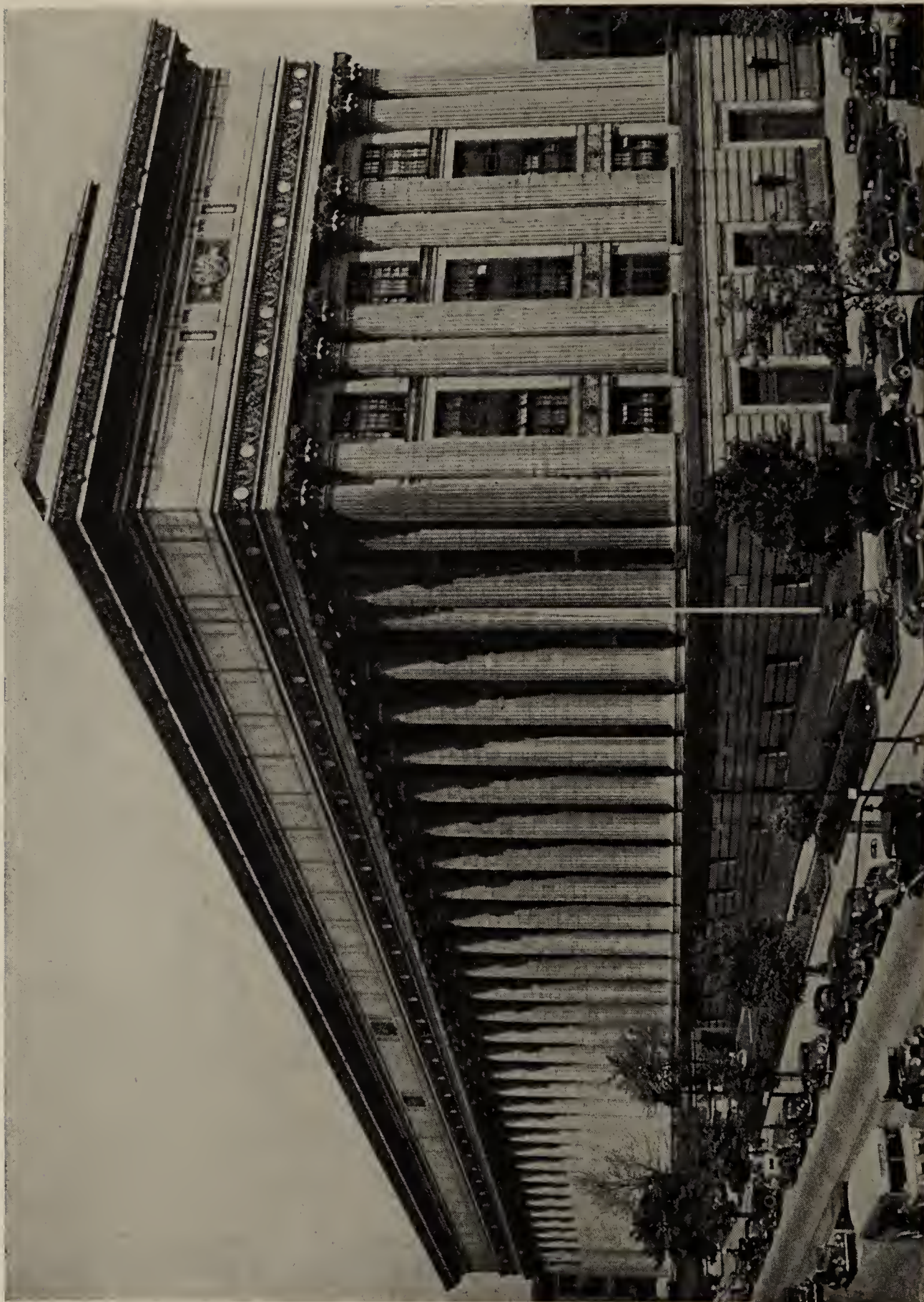
The old Stadt Huys was vacated in November, 1808, when the first capitol was occupied, and was destroyed by fire April 30, 1836. Having shared quarters in the capitol with the State for twenty years, the city erected a new building of its own, the county joining in. This was begun in 1829 on Eagle Street, site of the present structure. The building was destroyed in a fire February 10, 1880. The present city hall, of 1882, the fifth in chronology, was designed by H. H. Richardson, of Boston, who was an architect consultant on the capitol. The tower is 202 feet high and contains the municipal carillon of sixty

bells, presented by the citizens of Albany in 1926. In the pavement at the base of the tower is a bronze tablet giving the latitude of the city as north $42^{\circ} 39' 06.4''$ and longitude west $73^{\circ} 45' 18.5''$, or 4 hours, 55 minutes, 01.2 seconds west of Greenwich.

On Eagle Street facing Capitol and Academy parks are the City Hall, Court of Appeals and Albany County Courthouse. In Academy Park is the famed old Albany Academy, of Nyack freestone, erected by Philip Hooker in 1817. Here Joseph Henry performed his electrical experiments in 1826-32. The building became the home of the city department of education in 1936, renamed Joseph Henry Memorial.

The rush of emigration following the Revolution gave the city its first real growth. New streets were laid out beyond the crest of State Street hill. In 1790, and subsequently, the city ordered many of the old Colonial street names stricken off and new ones substituted. Wall Street thus became Orange Street; Howe was changed to Fox and then to Sheridan Avenue; King Street became Lion, later Washington Avenue; Prideaux was changed to Tiger, then Lancaster; Pitt changed to Otter and later Elm; Duke was changed to Eagle; Johnson (for Sir William Johnson) to Lark. Queen became Elk Street. Boscawen Street became Swan; Prince (State west of Eagle) became State; Hawke (for Admiral Hawke) by a modest revision became Hawk; and Warren (for Admiral Peter Warren) became Dove. Thus the evidences of the British royal days were removed. Names of birds and animals were chosen in preference, bird streets running north and south and animals east and west.

Since the Nation was founded, the city has had three main periods of growth. The first coincided with the early transportation era, from Fulton's steamboat in 1807 to the Erie Canal, 1825; Mohawk & Hudson Railroad, 1831; and the New York Central merger of 1853. Following the Civil War there was another period of advance aided by immigration of the 1870s and 1880s. The next upturn began with the State Barge Canal improvement in 1905, when there was a considerable residential increase of canal workers for a decade. The Port of Albany development, initiated in 1923, furnished a new impetus, continuing to current time. The decade from 1823 to 1833, when the first blush of expansion was on, was vastly exceeded by that of 1923-33, when more than \$125,000,000 of construction was carried on and the city virtually rebuilt. In the modern decade the city



New York State Education Building, Albany

obtained a new water supply, airport, seaport, new colleges, hospital buildings, theatres, office buildings, many miles of paved streets, and more than two thousand new dwellings.

The first paving on State Street was laid as a result of efforts of Elkanah Watson, a native of Plymouth, Massachusetts, who moved to Albany and, having an eye to improvement, won election as constable, when he began agitating for paving and other reforms. He wrote in his journal of 1789 that, after State Street had been graded and paved, he was pursued by two irate Dutch housewives with brooms after a thunderstorm during which water ran into the cellars because of the raised level of the street. Cobblestone paving was used until 1874 when granite block paving was installed on Broadway.

That "blue laws" were not unknown in the city appeared from a resolution of the common council of June 21, 1799:

"Resolved, that the Constables in this City be and they hereby are required, on every Sunday hereafter, to stop all manner of persons who shall be riding for pleasure or who may expose any articles for sale on that day contrary to the Act for suppressing immorality; and that they report the names of aggressors on every Monday morning to the Mayor or Recorder, to be proceeded against according to law."

Albany's first great pier was constructed in 1825, to make ready for the Erie Canal trade. It was a mile long, 126 feet wide, and enclosed a basin in which could be harbored one thousand canal boats and fifty larger vessels. Lots on the pier were auctioned yearly. Along Quay Street also were ship chandleries, provision stores, warehouses and mills. A large trade was carried on in schooners between Albany and Boston, Philadelphia and other coastal points until the construction of railroad bridges over the river. In 1848 there were 331 sloops and 284 schooners in the Albany trade. In 1785 Captain Stewart Dean made a voyage to Canton, China, returning with tea, nankeens, thirteen sets of chinaware and other goods.

North of the canal basin was the lumber district with its labyrinth of slips extending more than a mile, where boats bringing lumber from the North and West were unloaded. As much as eight hundred million feet of lumber was handled annually in the district in the 1880s, when the business was at its peak. Albany was then exceeded as a lumber exporting city only by Chicago. Ships trading to the South brought back mahogany logs, which were sold on the market. Lumber cargoes were sent from Albany to Australia, South America and

the West Indies. In 1875 there were more than three thousand saw-mills in operation. Many family fortunes were made in "the district," which had its own horse car lines, telegraph and other facilities before the rest of the city. Lumber supplies dwindled in the 1890s, the eastern sources being exhausted, and by 1915 operations had virtually ceased. Filling in of the slips was begun about that time.

Albany enjoyed national fame for many of its pioneer industries such as piano making, begun by James A. Gray in 1837. The stove industry also long held sway. In 1833 there were five companies making castings, employing a thousand workmen. Among the prominent stove makers were H. Nott & Company, 1827; Rathbone & Company, 1830 (changed to Rathbone, Sard & Company in 1883); Perry Stone Company dating from 1843; Ransom Stove Works, 1845; Littlefield Stove Company, 1865; Albany Stove, 1868. In 1885 about 2,700 workmen were employed in the industry, turning out two hundred and twenty thousand stoves yearly. The business faded away due to the development of western ore sources, location of iron and steel plants near the coal mines, and other causes.

The city was also a noted foundry center with works of I. & J. Townsend; Thacher Car Wheel Works (1852); agricultural machinery plant of Peter K. Dederick & Company, in Tivoli Hollow, and others. Erastus Corning's rolling mills and nail factories were at Troy, operated as the Albany Iron Works.

Longevity of Albany business firms was noted by the Albany Chamber of Commerce in 1941, when it awarded certificates of honor to more than thirty concerns which traced their origin back at least a century. Many of these typified early industrial romances, such as the Railway Express Agency, a descendant of Pomeroy & Company (1841), an express line to Buffalo by rail, stage and Erie Canal, from which evolved the American Express Company (1850). The western end of this business developed as Wells, Fargo & Company. Henry Wells, who came from Vermont to Albany, was a member of the original group. The pony express of the western plains thus had its origin on the banks of the Hudson.

Among the century firms, in addition to four banks, were the United Traction Company, descendant of the Great Western Turnpike Company, 1799; Albany Hardware & Iron Company, 1804; Townsend Machine Corporation, 1807; Albany Insurance Company, 1811; Goold Company, 1813, makers of the pioneer coaches of the Mohawk & Hudson Railroad; B. Lodge & Company, 1813; Banks & Company, law book publishers, 1816; Woodward Company, 1819:

New York Central Railroad, dating from the Mohawk & Hudson, chartered in 1826; Delaware & Hudson Railroad, 1828; Price's Seed Store, 1831; Cotrell & Leonard, 1832; John Ferris, Jr., 1833; C. T. Hubbell & Company, 1833; McKesson & Robbins, Inc., 1833; Jared Holt Company, 1834; Bacon, Stickney & Company, 1834; Boardman & Gray, 1837; L. Menand, florist, 1837; Boyce & Milwain, 1838; Sporborg Millinery, 1839; Gavit & Company, engravers, 1840; Lansing Steamship and Travel Bureau, 1840; New York Power & Light Corporation, dating from the Albany Gas Light Company, 1841.

Richard Lord Annesley opened an art shop in 1802, which is one of the oldest in the country.

The first lodge of Free and Accepted Masons was called Union Lodge, founded February 21, 1765. Land was deeded by the city to the organization for a lodge house, which is still used for lodge purposes, and gave the name to the street on which it stands. Masters' Lodge, York Rite, was organized in 1768.

The Civil War was attended with a great outburst of patriotism, in which Albany regiments were quick to respond to the call to arms. Company "A," 10th Infantry, was organized in 1860, an outgrowth of the Albany Zouave Cadets. The unit saw service with the Department of the Gulf in the campaigns from New Orleans to Port Hudson, returning to Albany in 1863 after the loss of nearly two hundred men. During the war it was assigned to General Banks' division as the 177th Regiment, New York Volunteers. Company "A" resumed its status as the Zouaves and acted as escort for the body of President Lincoln when it lay in state at the old capitol, April 25 and 26, 1865. The company also served in the anti-rent wars. In the Spanish-American War the 10th Regiment served in the Hawaiian Islands. In the World War the unit served with the 51st Pioneers in the St. Mihiel sector. The 10th Infantry, N. Y. N. G., was recalled to Federal service in October, 1940.

The 25th Regiment of Albany went to the defense of Washington in the early months of the Civil War. The 7th Regiment, New York Volunteers, went to Washington in 1862. Many others responded to the call, serving in various commands. In February and March, 1864, a huge army relief bazaar was conducted in Academy Park, a building being erected for the purpose, which raised \$81,000 for the United States Sanitary Commission. General Philip Sheridan, born in Albany, achieved lasting fame by preventing a rout at



State Office Building, Albany

Cedar Creek. His equestrian statue in bronze by J. Q. A. Ward is in front of the capitol.

Colonel Frederick Townsend was the first commander of the 3d Regiment, five companies of which were recruited in Albany. He resigned July 2, 1861, and Lieutenant-Colonel Samuel M. Alford succeeded to command. Francis L. Vinton commanded the 43d Regiment composed of Albany, Washington and Otsego County troops. The 44th or People's Regiment was commanded by Colonel Stephen W. Stryker. Lieutenant-Colonel James C. Rice was killed in the battle of the Wilderness. Colonel Lewis O. Morris commanded the 113th Regiment and was killed at Cold Harbor. The 91st Regiment, Colonel Jacob Van Zandt commanding, was mostly raised in Albany. Other regiments organized at Albany included the 16th, 18th, 28th and 34th Infantry. A number of Albanians served in the 11th New York (Havelock) Battery.

In the Spanish-American War special distinction came to Albany as a result of the sinking of the battleship "Maine," commanded by Captain Charles Dwight Sigsbee, who was born in Spring Street. In Captain Sigsbee's honor the War Department purchased a cruiser from Brazil, which was renamed "Albany." The vessel remained in service until 1922, successfully convoying 224 ships overseas during the World War.

Albany was a pioneer in the telegraph and telephone. The first telegraph station was opened in the Exchange Building at Broadway and State streets in 1845, a few months after Samuel F. B. Morse had successfully opened his line from Baltimore to Washington. A keen interest was taken in the development in view of the part Joseph Henry, Albany Academy professor, played in the development of the electro-magnet, signaling and transmitting sounds during his experiments in this city. Henry's advice had been sought by Morse on several occasions in the practical outworking of the telegraph. Henry was then secretary of the Smithsonian Institution at Washington, where he pioneered United States Weather Bureau forecasting.

Albany was the first city in the State and the fourth in the United States to have a telephone exchange, and it is said the police department was the first in the country to use a telephone system. The first exchange was erected on the second floor of 470 Broadway and opened to service March 18, 1878. Gardner Hubbard, father-in-law of Alexander Graham Bell, exhibited the telephone at the Delavan House in Albany the year before. Hubbard became the first president of the Bell Company. The first exchange in Albany had fifty

subscribers. The police commissioner built five lines to the station houses and one to the office of Mayor Michael N. Nolan. The company was operated by the American District Telegraph Company until 1881, when it merged with the Commercial Telephone Company. In 1883 the Hudson River Telephone Company began operating. Albany is now the up-State headquarters of the New York Telephone Company with main trunkline service to all centers.

The city's growth of the past twenty years has been notable. Many civic projects were undertaken, chief among which were the deepening of the Hudson River from Hudson city to Albany by the Federal Government and the construction of the Port of Albany docks and terminal buildings by the Albany Port District Commission composed of the cities of Albany and Rensselaer. The movement to this end, begun in 1923, resulted in Federal approval in 1925 and work was begun on both the channel and port terminals in 1927. In June, 1932, the new gateway for ocean ships, served by a twenty-seven foot deep channel was opened to world trade with a two-day celebration. The port has averaged 250 sailings by ocean ships yearly. Grain, feed, metal and other industries are located on the Port Commission lands. In Rensselaer is a large lumber terminal. (Consult Chapter XXIII.)

After using Hudson River water since 1875, the city undertook to obtain a new supply, which was opened for service in 1933. Water taken from Helderberg and Catskill Mountain sources is impounded in Basic and Alcove reservoirs in the southern part of the county. Capacity of these reservoirs exceeds twelve and eight-tenths billion gallons. The water is carried by gravity pipe line twenty miles into the city, passing through a filter plant at Feura Bush. At Loudonville are three distributing or balancing reservoirs, having combined capacity of one hundred and ninety-three million gallons, through which the water reaches the city mains.

Construction of the water supply involved the removal of a small community from the reservoir site, necessitating the razing of 245 buildings and the clearing of 1,940 acres. Neile F. Towner was chairman of the Board of Water Supply during the construction. Cost of the project was approximately eleven million dollars.

The new Albany Airport, dedicated October 4, 1928, situated on the former Shaker village farm nine miles northwest of the city, is modern in every respect. It occupies more than 350 acres, and has a passenger terminal, hangars, fueling and other facilities. Runways were extended in 1941, those north-south and northwest-southeast

being three thousand five hundred feet long. An eighty-five foot beacon, a six-acre service area, taxi strips, field lighting, and other features are provided. A Department of Commerce radio station, United States Weather Bureau Station, Custom House and administrative offices are located at the field, which is served by transport planes on the New York-Albany-Montreal, New York-Albany-Cleveland and Boston-Albany-Cleveland day and night services. Student



(Courtesy of the Albany Chamber of Commerce)
New Post Office, Albany

flying is also conducted. The field is an outgrowth of a municipal airport established in 1913, first in the United States, following the record breaking flight of Glenn Curtiss from Albany to New York in 1910.

The Albany-Cleveland air mail route was opened in 1928, regular air passenger service to the west following in March, 1929. Night flying began in November, 1929, over lighted airways to Buffalo and Cleveland. The New York-Albany-Montreal air line opened October 1, 1928.

Aiding modern development is the new State-built Dunn Memorial Bridge and grade crossing elimination at the eastern entrance of the city, opened to traffic in 1933. The cost of the combined bridge and grade crossing removals was \$2,543,000. The bridge is named for Sergeant Parker F. Dunn, of Rensselaer, World War hero, who received posthumously the Congressional Medal of Honor. He was killed in action in the Argonne, October 23, 1918. The Albany Chamber of Commerce was active in urging the bridge.

The city is noted for its large amount of concrete street paving, fine street lighting and for the excellence of its police, fire and other municipal departments. Growth of residential areas has been marked during the past twenty years, as has the construction of modern office buildings.

Notable among Albany's civic events was the 250th anniversary of the charter granted by the British Colonial Governor, Thomas Dongan, to the city, observed July 19-22, 1936. There had been but two previous charter fêtes, one on the centennial in 1786, the next at the bicentennial in 1886. John Jacob Beekman was mayor at the time of the centennial. John Boyd Thacher, I, was serving as mayor in 1886. His nephew, John Boyd Thacher, II, as mayor in 1936, directed the two hundred and fiftieth celebration. The latter served as mayor from 1926 until 1941, when he became judge of Children's Court. His term as mayor was exceeded only by that of Philip S. Van Rensselaer, who was appointed mayor for nineteen years (1799-1816 and 1819-20).

Mayors of the city since 1890 have been: James H. Manning (1890-94); Oren E. Wilson (1894-96); John Boyd Thacher, I (1896-97); Thomas J. Van Alstyne (1897-99); James H. Blessing (1900-01); Charles H. Gaus (1902-07); Edward A. Durand (1908-10); James McEwan (1910-12); Joseph W. Stevens (1913-1915); James R. Watt (1917-20); William S. Hackett (1921 until his death in 1926). Mayor Thacher succeeded Mayor Hackett. On the former's elevation to the bench, Herman F. Hoogkamp, leader of the Common Council, served as mayor until the election, in 1941, of Erastus Corning, Jr.

As a result of a huge athletic tournament in 1936, James F. Ronin was sent to the Olympic games in Berlin as a delegate from the city and Chamber of Commerce. He subsequently served two terms as president of the chamber. While in Berlin he spoke at a Chamber of Commerce dinner over an international radio network on Albany.

Architecturally the city is distinctive and beautiful. The Delaware & Hudson Building, at the Plaza, was erected as a part of a general river front improvement program, 1911-18, which resulted also in the construction of the Journal Building, recreation pier and Yacht Club. Marcus T. Reynolds was architect of the D. & H. Building, which is in Flemish Gothic, with a thirteen-story tower. A portion of the tower is emblazoned with the coat-of-arms of Henry Hudson, the explorer. The tower is surmounted by a bronze "Half Moon" weathervane, tribute to the navigator who anchored off this shore.

Among other notable buildings are City Hall (1882), which has panelled chambers and hearing rooms and contains the Knoeller portrait of Peter Schuyler, first mayor, painted in 1710 while Schuyler was in London; First (Dutch Reformed) Church, a Philip Hooker twin-steepled edifice erected in 1797; St. Peter's Church, of ornamented Gothic; Cathedral of All Saints, which contains stalls built in Belgium in 1665; Cathedral of Immaculate Conception (1852), with twin spires and elaborate altars; Schuyler mansion (1762), Georgian design, open to the public; State Education Building (1912), with its famous Greek classic colonnade of thirty-six columns, Museum and Library; State Capitol, with executive chamber, flag rooms, Civil War relics, Senate and Assembly chambers, western staircase; new three million dollar white marble post office, with frieze depicting postal activity; Albany Law School, Tudor Gothic; Court of Appeals, marble, of Ionic design (1842); Albany County Courthouse, neo-classical; Albany Academy (old), 1817; Albany Academy (new) 1931; State Office Building, thirty-two stories; Executive Mansion, Eagle Street; Grotto of Our Lady of Lourdes, at Vincentian Institute; Pruyn Library (1901), in Dutch Renaissance style, on the site of birthplace of J. V. L. Pruyn; and the Ten Broeck mansion (1798).

There has been an unusual development of parks, twenty-seven in all, including Washington Park, the largest. This park of eighty-two acres dates from 1875. It has tennis courts, a lake, lakehouse, five miles of shaded drives, the King Fountain depicting Moses striking the rock of Horeb; trees assembled from all parts of the globe; Soldiers' and Sailors' Monument, in the style of a Greek altar; Robert Burns statue; monuments to Dr. James H. Armsby and other Albany leaders; and in season famed flower beds. Lincoln Park, next largest, has 150 acres, tennis courts; sea sand bathing pool;

bath house; athletic field and James Hall Building used as a part of the school system.

The city has ten hotels with a total of 2,477 rooms; eighty-five churches; five hospitals with 1,056 beds; more than forty-five thousand telephones in service.

Oldest of the churches is the First Church (Dutch Reformed), dating from 1642. The Rev. Johannes Megapolensis, first minister, was also a missionary to the Indians. The church still has a weather-vane, pulpit and half-hour glass which were brought over from Holland in 1656. The present edifice, designed by Philip Hooker, was erected in 1797. The church is the second oldest of its denomination in the country. (Consult earlier chapters.)

Lutherans conducted services as early as 1660 and erected their first church 1674 at Howard and Beaver streets. The first Episcopal Church (St. Peter's) was initiated by the Rev. Thomas Barclay, chaplain at Fort Frederick in 1708, the first edifice being erected just below the fort in 1715. Presbyterians met for worship in 1762, erecting their first church in 1764 in the vicinity of Beaver, William, Hudson and Grand streets.

A Methodist Church was formed about 1789, the first edifice being erected about 1790 at North Pearl and Orange streets. Baptists in 1810 purchased the Green Street Theatre, which they used for a time as a church. First Roman Catholic Church was St. Mary's, established in 1796 on its present location, oldest Catholic Church in the State except St. Peter's in New York City. The Albany Diocese was set off from New York, 1847, when Bishop McCloskey made St. Mary's his cathedral church. The Cathedral of the Immaculate Conception was founded in 1852, the Cathedral of All Saints in 1884. Congregation Beth-El dates from 1838.

Cathedral of the Immaculate Conception was four years in construction and is of impressive Gothic design with twin steeples. The Cathedral of All Saints was the first Episcopal cathedral in the United States. Important additions were made in 1902-04. Choir stalls of oak date from 1655. Many churches in the city are more than a century old.

Banking is one of Albany's oldest professions. The institutions are noted not only for their age, but for the distinguished bankers who have headed them. The Bank of Albany was established in 1792 and continued until 1861. The State Bank of Albany was established in 1803 with John Tayler as first president. It is the oldest bank in the country continuously occupying the same site and a

portion of the original building. The façade from the first building, erected in 1804, for which Philip Hooker was architect, is retained in the present tall office building.

Mechanics & Farmers Bank was established in 1811, with Solomon Southwick as president. It is located on the site of the residence of Annetje Jans, who inherited the famous Duke's Farm in New York City.

Albany Savings Bank was founded in 1820, with Stephen Van Rensselaer as first president. It is the second oldest savings bank in the State.

National Commercial Bank & Trust Company was founded in 1825, Joseph Alexander first president. Robert C. Pruyn was head of this bank for many years.

Other banks include: City & County Savings Bank, 1850, first president Erastus Corning, Sr.; Mechanics & Farmers Savings Bank, 1855, first president Thomas W. Olcott; Albany Exchange Savings Bank, 1856, first president James MacNaughton; National Savings Bank, 1868, Erastus Corning, Sr., first president; Home Savings Bank, 1871, first president William White; First Trust Company, 1900, John D. Parsons, Jr., first president. There are several building and loan associations. The Morris Plan Industrial Bank was established in 1915.

Printing was one of the city's pioneer industries and many noted publishing enterprises have flourished. Joel Munsell founded his famous press at 78 State Street in 1831. Charles Van Benthuyzen & Company, first to apply power machinery to printing, dated from 1807; Weed, Parsons & Company, from 1843; and Banks Brothers, law book publishers, from 1804. (Albany's early newspapers are cited in Chapter XXIII, under heading "The Press.")

Assessed valuation of real property in the city in 1941 was \$242,525,079.

Electric lighting was introduced in the city in 1881 and, on April 28, 1890, trolley cars first ran on State Street hill, to the amazement of the skeptical, who never believed electricity had such power. The Albany Railway Company soon after sold two hundred horses which had drawn the surface cars. Albany's pioneer utility leader was Anthony N. Brady, who was identified with the rise of the Municipal Gas Company. The company was subsequently acquired by the New York Power & Light Corporation, which supplies energy over a network, with sub-stations ringing the city.

HEALTH

The development of the city's hospitals originated with Dr. Alden March and Dr. James H. Armsby, whose efforts led to the founding of Albany Medical College in 1839 and Albany Hospital in 1849. The medical college, incorporated February 16, 1839, is the second oldest surviving medical school in the State. The college acquired the Lancaster School on Eagle Street, which it occupied until 1928. The Albany Hospital, in 1851, occupied the former city jail,



Albany Hospital

at Howard and Eagle streets, moving to a new building on University Heights in 1898. A medical center was formed in 1927 by coördination of the hospital and college staffs. A new building construction program has given the institutions a notable expansion, enlarged structures and equipment. The central building was built in 1928.

St. Peter's Hospital, formed in 1869, was formerly at Broadway and North Ferry Streets, occupying a fine new building in 1927 on New Scotland Avenue with the most modern equipment. The Right Rev. Edmund F. Gibbons is president. Memorial Hospital, founded in 1867, serves the downtown section of the city. Other hospitals are Child's (1874); Brady Maternity and Infant Home (1913), and Hospital for Incurables (1882). Research facilities include the State

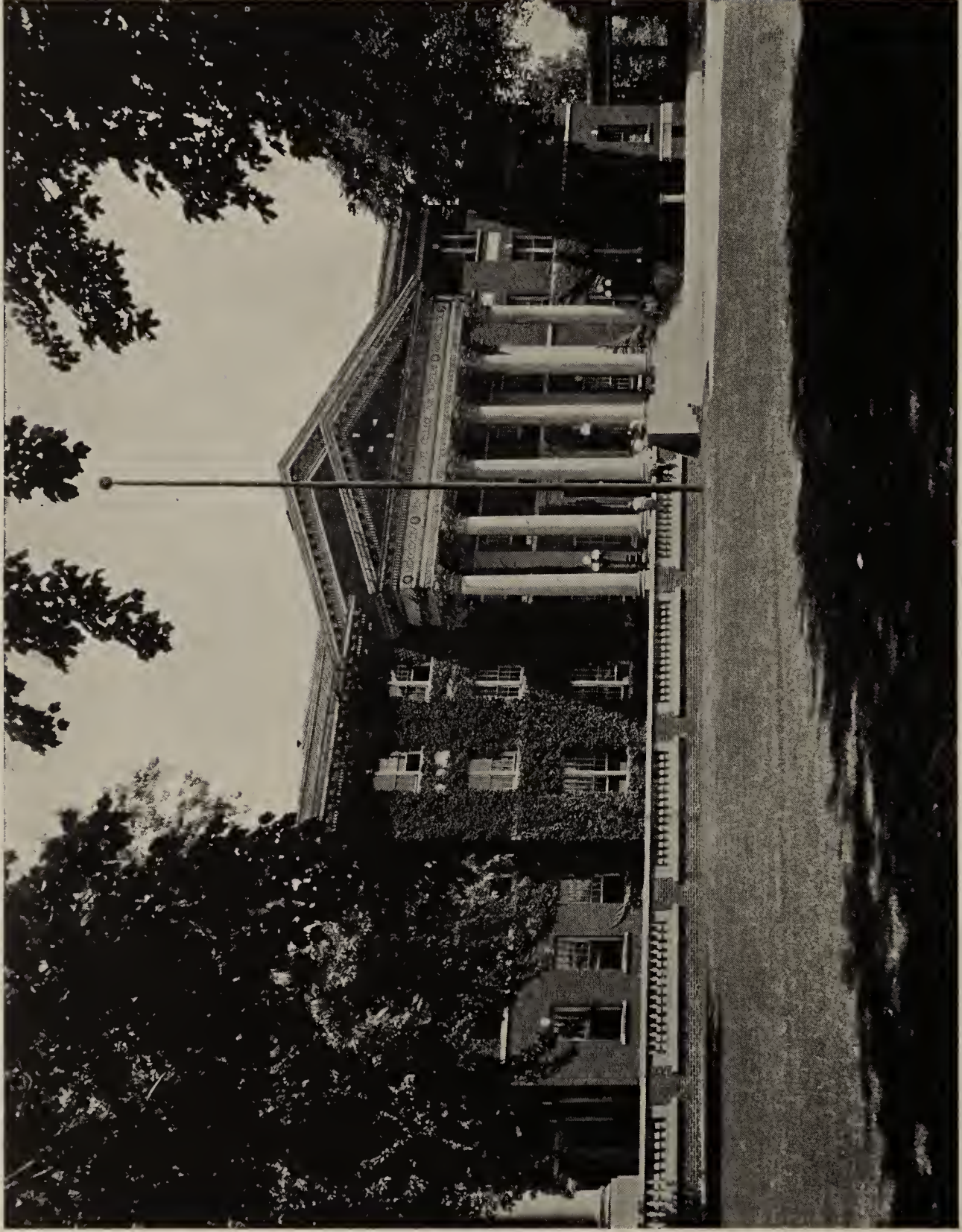
Health Department Laboratory and Bender Laboratory. The latter was founded in 1895 upon a bequest of Nathan W. Bender, and performs bacteriological tests for hospitals.

Fame of the Albany medical and surgical professions is widespread. Albany County Medical Society was established July 1, 1806, Dr. Hunloke Woodruff first president. Among the early presidents were: Dr. Jonathan Eights (1821-40)); Dr. Thomas Hun, 1844; Dr. James MacNaughton, 1848; Dr. Joseph Lewi, 1871; Dr. Albert



St. Peter's Hospital

Vander Veer, 1872; Dr. Frederic C. Curtis, 1878. Dr. Theobald Smith, graduate of Albany Medical College in 1883, attained worldwide fame through his discovery in 1889 of the Texas fever germ. He furnished the key to control of yellow fever and malaria, making possible the building of the Panama Canal. He was born in Albany in 1859. For many years he was director of the department of animal pathology, Rockefeller Institute for Medical Research. Formation of Albany Base Hospital, No. 33, for service in World War II, was begun in 1941.



New York State College for Teachers, Albany, the First State Training School for Teachers, Organized in 1844

EDUCATION

Albany's educational institutions are ample and varied. It is possible for a student in the city to obtain free tuition from kindergarten to a college degree. In addition to Albany Medical, these institutions include:

Albany Law School, formed in 1851, when it was the second then existing in the State and the fourth in the Nation. In 1873 it joined with Albany Medical College and Union College to form Union University. In 1928 it occupied its new Tudor Gothic building on University Heights.

Albany College of Pharmacy dates from 1881, and has occupied its new building since 1927. There are ample laboratories, classrooms, gymnasium, a model pharmacy, auditorium to seat five hundred, and other facilities. At the college the old Throop Pharmacy of Schoharie, dating from 1800, has been installed.

New York State College for Teachers is the fourth oldest in the United States and the first for the education of teachers in New York State. It was established by legislative act in 1844, and first occupied a building at 111 State Street, erected as a depot by the Mohawk & Hudson Railroad. Albany city rented the building for five years and paid \$500 toward fitting up the rooms for the school. In 1849 it occupied a new building at Lodge and Howard streets (later the home of Christian Brothers Academy); in 1885 moved to Willett Street and 1909 moved to its modern campus on Western Avenue, where the three main buildings were erected. It became a college in 1890. Additional buildings were erected in 1929—Milne, Page and Richardson halls. In 1935 the alumni association opened a women's residence hall in Ontario Street and in 1941 a men's dormitory on Partridge Street.

Dudley Observatory, founded in 1846, has done important work in astronomy. The first building was dedicated in 1856, gift of Mrs. Blandina Dudley and others; the present one in 1893. A refractory telescope is installed. Data on thirty-three thousand stars have been compiled in five volumes. Visitors are permitted to observe the heavens on certain nights weekly.

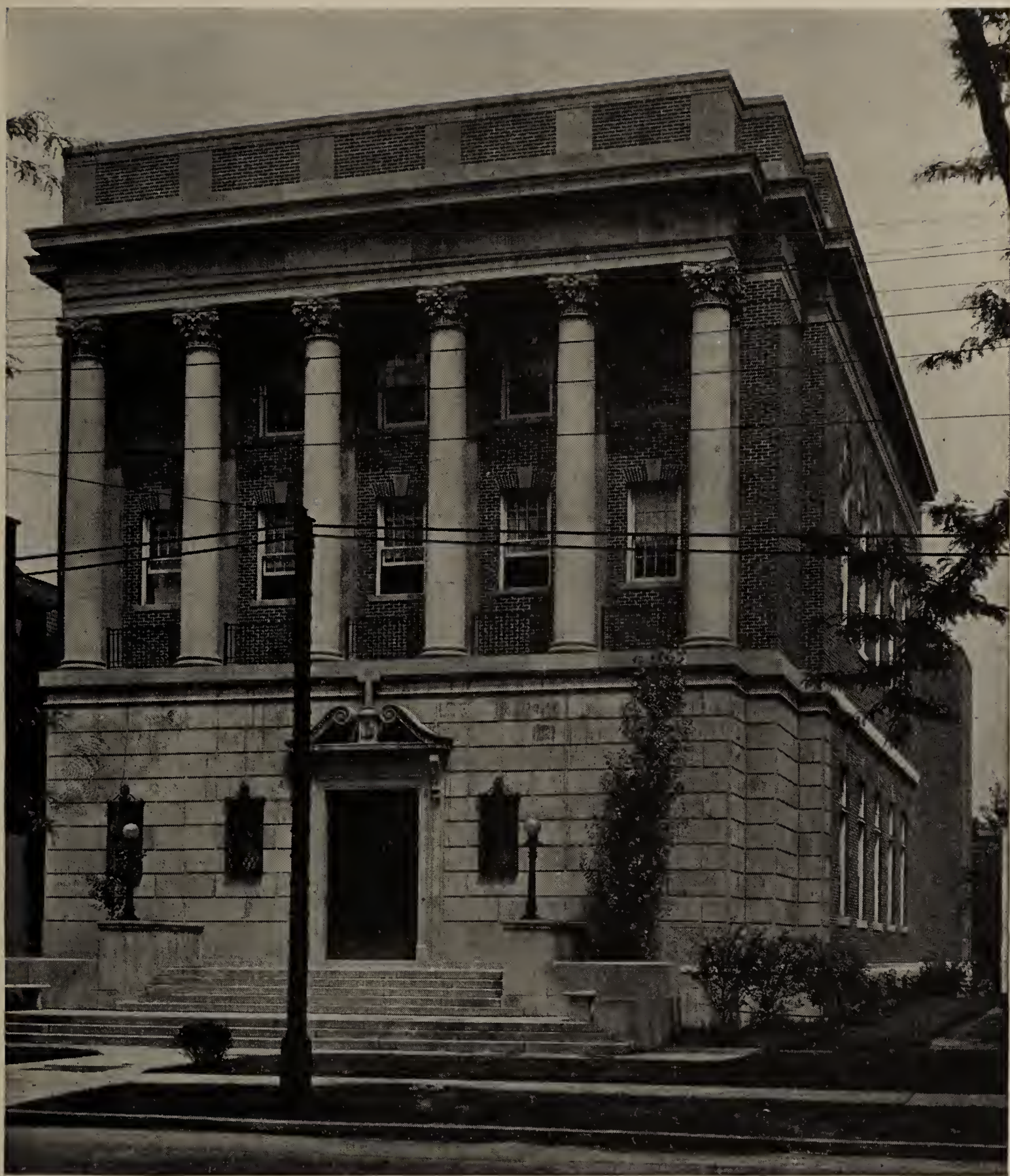
College of St. Rose, founded in 1920, is conducted by the Sisters of St. Joseph. A new four-story building was erected in 1924, containing a chapel, auditorium, dining hall and dormitory. In 1932 a four-story science hall was completed.

Siena College, Loudonville, had its inception in April, 1937, when the Most Rev. Edmund F. Gibbons, Bishop of Albany, extended to the Franciscan Fathers of the Province of the Most Holy Name an invitation to establish a college for men near the Empire State capital. A thirty-eight acre site was acquired in Loudonville, where classes were opened in a temporary building, September 22, with ninety freshmen. During the first year the college functioned as the Loudonville unit of St. Bonaventure College. In 1938 Siena became an autonomous foundation, the Rev. Cyprian Mensing, O. F. M., Ph. D., who initially served as dean, becoming the first president.

The first unit of the new college building was dedicated by Bishop Gibbons, November 13, 1938, one wing being rushed to completion in order to be ready for the fall, when enrollment totaled 225. Evening classes were opened at that time. In 1939 the entire building was completed, constructed in Georgian Colonial style, for which Gander, Gander & Gander were architects. Class rooms, laboratories, library, cafeteria and faculty rooms were included.

In the beginning of its third year Siena had total day and night school registration of 688, of whom 465 were day students, eighty per cent. from Albany, Troy, Schenectady and other communities of the Capital District. Work was begun in the fall of 1939 on a gymnasium-auditorium named Gibbons Hall, with seating capacity of two thousand five hundred and locker facilities for one thousand eight hundred students. There are also showers, dressing rooms, music room, team rooms for home teams and others for visitors, and other facilities. Gibbons Hall was completed in June, 1941, bringing the investment since the founding of the college to approximately \$850,000. First graduation exercises were conducted on June 9, 1941, when seventy-five graduates received their diplomas from Bishop Gibbons—twenty-seven Bachelor of Arts; twenty-nine Bachelor of Science; nineteen Bachelor of Business Administration. Dr. Lewis A. Wilson, Deputy Commissioner of Education, delivered the commencement address. Faculty has been increased with the school's expansion and at the beginning of the 1941-42 college year numbered thirty-eight priests and fifteen laymen. The college is named in honor of St. Bernardine of Siena, Franciscan saint and scholar of the fifteenth century. The college is staffed and operated by a religious order founded by St. Francis of Assisi in the year 1209.

Private schools in Albany include Albany Academy (1813), and Albany Academy for Girls (1814), two of the oldest schools in the



(Courtesy of the Albany Chamber of Commerce)

College of St. Rose, Albany

country. Albany Academy occupied a \$900,000 building in 1931, adjoining the school's fifteen-acre athletic field. The new building, the corner stone of which was laid by Governor Franklin D. Roosevelt, contains auditorium, laboratories, gymnasium, swimming pool, art and music rooms, dining room, medical suite, teachers' rest room, class rooms for five hundred students and other facilities. The style of the building is similar to that of the original structure in Academy Park.

St. Agnes School, founded by Bishop William Croswell Doane, of the Episcopal Diocese, in 1870, moved to its new buildings in Loudonville in 1932. It is conducted as a country day and boarding school, and has extensive athletic fields adjoining.

The parochial school system includes twenty-two schools, sixteen being of elementary grades. The academies or high schools are as follows: Sacred Heart Academy, begun in 1853; Christian Brothers Academy, 1859; Cathedral Academy, newly built in 1936; St. Joseph's Academy, 1865; Academy of the Holy Names, 1884, new building, 1914; St. Ann's School, 1908; Vincentian Institute, 1917. Christian Brothers Academy occupies a new home in University Heights. Vincentian Institute in 1934 acquired the Hawley property, transforming the greenhouses into class rooms having advantages of extra light and sunshine. Karlsfeld, a large athletic field, has been opened on New Scotland Avenue.

Albany public school system includes two senior high schools, two junior high schools and twenty-seven public elementary schools. Albany High School dates from 1868, when the Board of Public Instruction, organized in 1866, opened Albany Free Academy in Van Vechten Hall. There were 141 students. A second building was erected on Eagle Street. The present senior high school was erected in 1913, with accommodations for one thousand five hundred students, including auditorium and gymnasium. Philip Schuyler Senior High School was opened in 1934, accommodating approximately one thousand students.

William S. Hackett Junior High School, named for the late Mayor Hackett, was opened in 1927. Philip Livingston Junior High School was opened in 1932, with enrollment of about one thousand three hundred. It contains auditorium, gymnasium, swimming pool, cafeteria, class rooms, industrial arts department and other features.

The pioneer public school was erected in 1832, at 218 State Street, over a firehouse. It was known as District No. 2, and as School 2 continues on Lancaster Street.

Present public school attendance approximates fourteen thousand students and that of parochial schools seven thousand, a total of twenty-one thousand.

The State Education Building houses the State Education Department, State Museum and State Library. The building, dedicated in 1912, was constructed from a design selected by Governor Charles E. Hughes, following an architectural competition which resulted in a tie vote. The library section has capacity for two million volumes, and contains manuscript collections, history, genealogical, law, legislative reference, and other special divisions, as well as the general library. The library has the original manuscript of Washington's Farewell Address, Lincoln's Emancipation Proclamation and other treasures. The museum contains noted Indian life groups, collections of geology, mineralogy, paleontology, archeology, botany, zoölogy and much other material. The annual convocations of the Board of Regents are conducted in Chancellors' Hall.

Dr. Andrew S. Draper, a prominent Albany attorney and educator, was the first head of the unified Education Department as constituted in 1904.

The New York State Teachers' Association has its headquarters at Washington Avenue and Dove Street, where the magazine "New York State Education" is published.

Many of the city's charitable and social institutions date well over a century. The Albany Public Library owes its founding to Amos Dean, who organized the Young Men's Association in 1833. This was continued until 1923, when Harmanus Bleecker Library was built with funds obtained from the sale of Harmanus Bleecker Hall. The Young Men's Association then turned over its property and books to the city for the creation of the public library system, which has several branches. The Albany Public Library, in 1941, reported a total of 164,343 books, with annual circulation of 784,588 books and 14,765 pictures.

Harmanus Bleecker, whose funds laid the basis for the library system, was born in Albany in 1779 and died in the city in 1849. He served as Representative in Congress, charge d'affaires at The Hague, Regent of the State University and in other positions. His will provided for the sale of property for the use of the public of Albany. His widow, who afterward became Mrs. Coster, carried out his wishes.

J. V. L. Pruyn, in whose hands the estate was placed, decided the building of a public hall would meet a need. After the erection of



(Courtesy of the Albany Chamber of Commerce)

Albany Law School, One of the Oldest in the United States

the auditorium it was presented to the Young Men's Association for Mutual Improvement by Amasa J. Parker, then in charge of the estate. When the hall was sold, the proceeds were used in building Harmanus Bleecker Library. Justice William P. Rudd was president of the Young Men's Association and of the Albany Public Library during this transition, 1913-29. J. V. L. Pruyn Library, a branch of the present system, was built in 1901 by Mr. Pruyn's daughters, Mrs. William Gorham Price and Mrs. Charles S. Hamlin, as a memorial to him.

Dean was a noted lawyer. The Albany bar has had many famous leaders, including Chancellor John Lansing, Abraham Van Vechten, John W. Henry, Benjamin F. Butler, Martin Van Buren (who practiced in the city for several years), Greene C. Bronson, John V. L. Pruyn, Justice Rufus W. Peckham; Ira Harris, United States Senator; Justice David J. Brewer, of the United States Supreme Court, and others. President William McKinley attended Albany Law School, whose graduates have included Judge Alton B. Parker, General Thomas H. Hubbard, Justice Amasa J. Parker and others. Early practitioners in Albany courts were Alexander Hamilton and Aaron Burr, who were admitted to the bar in the city.

In public life Albany has had men of distinction. Peter Schuyler twice acted as Governor of the Province in Colonial days. Abraham Ten Broeck and Leonard Gansevoort were presidents *pro tem* of the Provincial Congress. Among State governors, Albany has had John Tayler, William L. Marcy (member of the Albany Regency), Martin Van Buren and Martin H. Glynn. United States Senators included Philip Schuyler, Charles E. Dudley and Ira Harris.

The city enjoyed special fame as a scientific center in the middle nineteenth century as a result of the pioneer work in geology done by Dr. James Hall, who conducted the State survey. He was honored during the dedication of the Dudley Observatory in 1856, when the American Association for the Advancement of Science met in the city in tribute to him.

Many noted artists have been identified with the city including Ezra Ames, George H. Boughton, Edward Gay, Homer D. Martin (born in Albany), Erastus Dow Palmer, Will H. Low, Walter Launt Palmer, Asa Twitchell, David C. Lithgow, Edouard P. Buyck, the Misses Dorothy P. and Gertrude K. Lathrop, and Alice Morgan Wright. The art of silversmithing was actively carried on for many years. The work of two hundred silversmiths has been credited to

Albany. Duncan Phyfe began his career as a furniture maker in the city.

Albany has two radio stations—WOKO and WABY—which are housed in Radio Centre, at 8 Elk Street, only a few feet from the spot where Joseph Henry, Albany Academy instructor, made his pioneer discovery of electric-magnetic phenomena, the key factor in electric transmission and radio today. Radio Centre was erected in 1939, of modern design. The pioneer station, WOKO, was brought to Albany from Mount Beacon, near Poughkeepsie, by Harold E. Smith, who is general manager and secretary-treasurer of WOKO, Inc., and general manager of Adirondack Broadcasting Company, Inc. In 1931 WOKO was located at Ten Eyck Hotel. In 1934 Mr. Smith brought WABY from Hudson Falls to Albany. In 1935 WOKO installed transmitting equipment in a Spanish type building on Albany-Schenectady Road, WABY locating its transmitter in Colonie the year following. In 1939 both were brought together at Radio Centre. WOKO is an outlet for Columbia Broadcasting System. WABY joined the blue network of National Broadcasting System in 1935.

Prominent among the city's manufactures are iron and steel industries; the Simmons Machine Tool Company, largest tool repair shop in the country. The city is a large producer of paper goods, printing, brushes, brass journals, chemicals, toys and games, caps and gowns, baseballs, pianos, billiard balls, lye, blankets, textiles, paper makers' felts, car heating and other goods.

Among these concerns are Albany Packing Company, American Meter Company, Williams Press, Consolidated Car Heating Company, Magnus Brass Company, APW Paper Company, Embossing Company, B. T. Babbitt, Inc., Albany Felt Company, A. A. Walter & Company, Burdick & Son, J. de Beer & Son, George Spalt & Sons, Inc., and many distributing concerns.

Among the city's pioneer industrialists were John B. Howell, who developed colored wall paper printing; P. K. Dederick, inventor of hay press and cam gear; John Wesley Hyatt, discoverer of celluloid. Mr. Hyatt, a printer, was seeking a substitute for ivory in manufacture of billiard balls, for which a reward had been offered, when he hit upon the celluloid process. In 1875 the Albany Billiard Ball Company was formed. Hyatt later engaged in manufacture at Newark, New Jersey. In 1914, at the age of eighty-three, he was awarded the Sir John Perkins medal for valuable work in chemistry and the fundamental invention of celluloid.

The 1939 census of manufactures listed 181 establishments, employing 4,858 workers, receiving \$5,457,405 in wages. Value of output was \$43,425,102. The city's population was 90,903 in 1880; 113,344 in 1920; and 130,577 in 1940.

Albany Institute of History and Art had its beginning as a scientific research body. The Society for the Promotion of Arts, Agriculture and Manufacturing was organized in 1791, when New York City was the State capital. It was succeeded in 1804 by the Society for the Promotion of Useful Arts, in Albany, then the capital, combining in 1824 with the Albany Lyceum to form the Albany Institute.

Due to the work of the late Dr. William O. Stillman, Albany has been the headquarters of the American Humane Society since 1905. A native of Normansville, Dr. Stillman became president of the Mohawk and Hudson River Humane Society in 1892 and greatly increased its activities. In 1904 he was elected president of the American Humane Society. The national organization has its headquarters on Washington Avenue. The "National Humane Review" has been published since 1913.

Few of Albany's ancient landmarks remain, due to extensive fires in the early periods of the city's history and to the march of progress. Encroachments by industrial developments along the Hudson's waterfront led to the abandonment of Van Rensselaer Manor House many years ago. The building dated from 1765 and contained among other wonders frescoes upon the walls, painted on large sheets of heavy paper, executed in Holland. It was extensively remodeled in 1843 on designs by Richard Upjohn. Stephen Van Rensselaer, IV, died May 25, 1868. His widow occupied the house until her death in 1876, when the family left it forever. The house was stripped of its furniture. By that time railroads and factories adjoined it. In 1893 a rail spur was laid directly in front of the house. The building was then taken down and stone by stone removed to Williams College, where it was reconstructed for the Sigma Phi Society Chapter House.

Fires in 1797 and 1848 destroyed most of the older part of the city. After the 1848 fire, which extended from Schuyler Street to Clinton Avenue, an ordinance was adopted forbidding wooden construction east of Lark Street. Memorable fires were on December 30, 1894, when the Delavan House was destroyed with loss of six lives and the fire of March 28, 1911, when the west end of the Capitol was destroyed. In the latter fire the State Library and Museum, with many priceless documents relating to Albany history, were lost.

The city today is noted for its skilled fire fighters. The department was motorized in 1916.

Thirty of Albany's historical sites, including the landing place of Hudson and the first fort on Westerlo Island, in 1940 were selected for marking by the Mayor's Committee on Historic Sites, headed by the author of this work, and official markers were erected by the State Education Department. Ledyard Cogswell, president Albany



(Courtesy of the Albany Chamber of Commerce)

Albany College of Pharmacy

Institute of History and Art, coöperated in this project. One marker identifies the site of the Stadt Huys, where Franklin's Plan of Union was prepared. The legend of the marker "Birthplace of American Union" was adopted by direction of Mayor John Boyd Thacher, 2d, as the city's official slogan.

Schuyler Mansion—The home of General Philip Schuyler, at Clinton and Schuyler streets, has become Albany's most noted historic building. It was erected in 1762 by General Bradstreet, British

commissary at Albany, for the Schuylers. Their residence until that time was at the southeast corner of State and Pearl streets, where General Schuyler was born.

The mansion, of Georgian style, is sturdily built of red brick, with white trim and a hipped roof. The interior follows the Colonial plan of wide central halls, grand stairway, and fireplaces in each room. In the room in the southeast corner, first floor, the marriage of Alexander Hamilton and Elizabeth Schuyler was solemnized. The suite occupied by General Burgoyne and his staff when prisoners of war is on the second floor. The mansion is maintained by the State as a museum open to the public, and contains many items and furnishings relating to the Schuyler family. Many of the great figures of the time were entertained there. Still pointed out is the tomahawk mark on the stair when the mansion was raided by Tories and Indians, and a savage hurled a hatchet at Schuyler's daughter, Margaret. The kitchen, with wide fireplace, is equipped with Colonial utensils.

Originally the house stood on a knoll commanding an unbroken view of the river. It was named "The Pastures." It is now in the heart of a thickly populated section of the city.

A bronze statue of General Schuyler, of which J. Massey Rhind was sculptor, stands in front of city hall.

Thacher Park—John Boyd Thacher Park, in the Helderbergs, fourteen miles from Albany, is a favorite recreation center, with its picnic grounds, open fireplaces and trails scattered about the high escarpment. The park occupies 920 acres at the edge of the Helderberg cliffs, named in honor of John Boyd Thacher (1847-1909), who served several terms as mayor of Albany. The nucleus of the park was a gift of 350 acres by Mrs. Thacher in memory of her husband, in 1914. She made a second gift in 1920 and the State has made other additions. The park includes five miles of cliff with wild and rugged scenery, and magnificent panoramas spreading over the valleys to the foothills of the Adirondacks. The park is accessible by modern roads to a population of more than four hundred thousand persons in radius of twenty-five miles. Highest elevation in the park is one thousand four hundred feet, and the lowest, on the Bear Path, below the Indian Ladder, about eight hundred feet. The Indian Ladder was formed by trees placed in a jog of the rock cliffs, reputedly the Indian method of ascending the heights from the valley trails. Tories hid in the region during the Revolution.

Interest of scientists in the Helderbergs is of long standing. Geological literature contains many references to the succession of formations which are here readily observed and which have given the greatest fame to the region as furnishing the key to North American geology. The rich fossil-bearing Helderberg beds still lie in much the same horizontal positions in which they were laid down in the seas of the late Silurian and Devonian times, many millions of years ago.

A bronze tablet memorializing pioneer geologists who studied the Helderberg formations was placed at the head of the old Indian Ladder Road in 1933. Fossils shown on the tablet typify those found in the formations by successive geologic ages, the oldest being at the bottom. The tablet was the gift of Tawasentha Chapter, Daughters of the American Revolution, and the State of New York. The geologists named on the tablet are: Amos Eaton, John Gebhard, Sr., John Gebhard, Jr., James Hall, William W. Mather, Lardner Vanuxem, James Eights, Sir Charles Lyell, Benjamin Silliman, James D. Dana, Henry D. Rogers, William B. Rogers, Ferdinand Roemer, Edouard De Verneuil, Louis Agassiz, Edouard Desor and Sir William Logan.

The Hudson River affords diversion to boatmen, many pleasure craft finding a base at the Albany Yacht Club, which was organized in 1873. Steamer excursions are made on the river. Eastern League baseball is played at Hawkins Stadium. The municipal eighteen-hole golf course in Albany is highly popular and there are numerous country clubs with golf courses. Bowling attains great popularity and, like golf, was one of the earliest diversions of record in the city. Park pools and lakes become rinks in the winter time. In old Erie Canal days, the canal between Albany and Watervliet was a favorite course for skaters. Sturgeon and shad fishing abounded in the Hudson. Sturgeon was commonly called "Albany beef."

COHOES

First landowners in the area occupied by the modern city of Cohoes were Kiliaen Van Rensselaer, founder of Rensselaerwyck, and Illetje Van Slyck Van Olinde, daughter of Cornelis Antonisse Van Slyck, a pioneer trader. Manor Avenue was the northern limit of the patroon's original holdings. Lands of Mrs. Van Olinde, bordering the Mohawk between Cohoes Falls and the Boght, were given to her by the Indians in 1667. Her mother was a Mohawk; her husband, Daniel Van Olinde, a trader. Nearly all of the original village of



City Hall, Cohoes

Cohoes was in the manor of Rensselaerwyck. Islands at the mouth of the Mohawk came into possession of Goosen Gerritse Van Schaick, who died in 1676. Pioneers in that part of the city included Hendrickse Van Schoonhoven, Harmon Lieverse and Roeloff Gerritse Van Der Werken. Among the early settlers in the main part of the city were the Heemstraat, Ouderkirk, Lansing, Fonda and Clute families.

The settlement remained a farming community until the nineteenth century. The earliest military road from Albany to the north passed along the river edge through Watervliet and over the islands at Cohoes, the mouths of the Mohawk being forded. On the north shore of the Mohawk was the Half Moon Patent, so named because of the crescent shape of the land spur between the Mohawk and Hudson rivers. The first bridge to Waterford was built in 1795.

Walran Clute received a deed from Van Olinde in 1720 for land and privilege of building a grist and sawmill and this was the earliest industry in the locality. The first large manufacturing operation was launched in 1811 by the Cohoes Manufacturing Company, which purchased sixty acres and built a wing dam in the Mohawk River, erecting a screw factory. This was operated until 1827, when the mill burned.

The property was taken over by the Cohoes Company, organized March 28, 1826, from which dates the city's modern industrial progress. During his work on the Erie Canal, Canvass White, a canal engineer, became deeply interested in the possibilities of Cohoes water power. He was elected president of the Cohoes Company, which extended its holdings to include both sides of the Mohawk from a half mile above to a mile below the Cohoes Falls, thereby obtaining use of a total fall of 120 feet. Stephen Van Rensselaer was vice-president of the company and Henry J. Wyckoff secretary. Among the trustees were Charles E. Dudley, Francis Olmstead and David Wilkinson.

A wooden dam was built above the falls in 1831, which was washed out the next year by ice. Another dam was built, partly carried out in 1839, and rebuilt. In 1865 the modern stone dam was erected, 1,443 feet long, costing \$180,000, considered the most notable structure of its kind in the country at that time. John Bridgford, of Albany, was the contractor. The dam permits the diversion of the entire flow of the river to the power canals, beside which mills were erected. There were five private canals built, two of which were partly in the old Erie Canal. The first, built in 1834, had a length of

nearly two miles, utilizing a fall of eighteen feet; the second, a third of a mile long, had a fall of twenty-five feet; the third (1843), half a mile long, had a fall of twenty-three feet; fourth and fifth (1880), each half a mile long, with a twenty-foot fall.

The first application of power machinery to the knitting industry in America resulted from efforts of Egbert Egberts, an Albany business man, and Thomas Bailey, youthful mechanic. Egberts envisioned the possibilities of running knitting machinery by Cohoes water power and employed Bailey to develop a method. After some experimental work in Albany they moved to Cohoes in 1832, where the power-operated reciprocal frame for driving the looms was perfected, revolutionizing the industry.

This development brought to Cohoes many other knitting companies. Masten relates that shirts and underwear produced by the machine method by Egberts & Bailey were first placed for sale with merchants of Albany, Troy and New York City, and buyers were hard to find. After a few years, however, Cohoes became the center of the knit goods industry in the country.

The famous Harmony Mills were organized in 1836 by a group of New York capitalists headed by Peter Harmony, described by Howell as "a Spanish gentleman of wealth and enterprise," under the name Harmony Manufacturing Company. The first cotton mill of this concern was erected in 1838. It was a four-story brick structure, costing \$60,000. It had wheelhouses at both ends. Other mills followed. It was in 1866, during the excavation for the north foundation of Harmony Mill, No. 6, that the skeleton of the Cohoes mastodon was found buried in a pot hole sixty feet below the ground level. The bones were preserved in excellent condition in a bed of peat, and formed an important scientific discovery. The find was presented to the State. In 1866-69 the Harmony Company spent more than three hundred thousand dollars building streets, sidewalks and tenements for its employees. A leader in the company's development was Robert Johnston, who for sixteen years had managed Nathan Wild's cotton mill at Valatie, Columbia County, moving to Cohoes in 1858.

Cohoes had only twenty houses in 1830. Its rapid growth led to its incorporation in 1848 as a village. In 1870 it became a city, having then sixteen thousand population, eighteen large mills, three hundred retail establishments and six churches. During the Civil War more than five hundred of its men saw service, many enlisting in the 2d Regiment of Troy and the 22d Regiment of Albany County.

Among its prominent industries were the Simmons Axe Factory, Cohoes Rolling Mill (1856), Cohoes Iron Foundry & Machine Company (1868). In 1915 the Cohoes Company was acquired by the Cohoes Power & Light Corporation. The modern hydroelectric power plant was then built, which was enlarged in 1925 and has installed capacity for fifty-four thousand horsepower. The city has



Remsen Street, Cohoes, Looking North

been a boat building center for many years. John E. Matton & Son make tug boats, canal boats and other craft.

The city's 1940 population was 21,955. An active business expansion program has been conducted by the city's industrial department, with outstanding results in obtaining new industries to occupy space vacated by the suspension of the Harmony Mills during the depression. Among the present products are cotton cloth, iron pipe, paper boxes, shoddies, cotton mills, rolling mills, knitting mills, wall paper, foundries, dress goods, underwear, valves, bank alarms, envelopes, shirts, wooden heels, dyeing, ladies' slippers and other manufactures. The population is fifty per cent. French Canadian.

The city has a modern school system which includes a fine high school, junior high school, nine public schools and Van Schaick grade

school. There are nine parks. The city has engaged in an extensive street improvement program. The Cohoes Savings Bank was established in 1851; Manufacturers Bank in 1872; National Bank of Cohoes, 1859.

Historic places include Camp Van Schaick, at Park and Van Schaick avenues, where Gates took over command of the northern Continental Army from Philip Schuyler in 1777; Van Schaick mansion, General Gates' headquarters when planning the battle of Sara-



First Presbyterian Church, Cohoes

toga; and the junction of the old Erie and Champlain canals. Vestiges of the embankments thrown up by the American forces when defending Van Schaick Island encampment may be seen.

Many of the churches were established a century or more ago. St. John's Episcopal Church dates from 1831; Dutch Reformed Church from 1837; First Baptist, 1838; Methodist and Presbyterian, 1839; St. Bernard's Roman Catholic Church, 1847; St. Joseph's (French) Church, 1868; St. Agnes, 1878.

The Cohoes "Cataract," successor to the "Advertiser" (1847) was published for several years by J. H. Masten. The present Cohoes "American" was established in 1920.

Modern growth of the city has been aided by the construction of new State bridges to Waterford and Troy. The latter was opened in 1923. Assessed valuation of real property in the city in 1941 was \$18,329,030.

WATERVLiet

Watervliet (1940 population 16,114) includes the former villages of Port Schuyler, Washington, Gibbonsville and West Troy. The Schuyler family became owners of land in the southern part of the area in 1672, when they acquired the Flats from Jeremias Van Rensselaer. The early Schuyler homestead still stands by the river, part of the structure dating from 1666, but largely rebuilt in 1768. This ancient brick dwelling, located on fertile farm lands, was famed as the home of Mme. Schuyler, as recorded in Mrs. Anne Grant's "Memoirs of an American Lady."

Sale of lands by John S. Schuyler to James Gibbons, in 1805, was followed by the settlement of Gibbonsville. Port Schuyler was the section south of the United States Arsenal. The first Reformed Church was located there in 1814, when the community was known as Washington. West Troy was the northern part of the present city, and was farm land until 1823, when it was cut up for building lots.

The Erie Canal, which passed through the village from Cohoes to Albany on a landward cut, gave a great stimulus to growth. The Watervliet-Schenectady Turnpike and the turnpike to Albany were also important corridors. In 1851 the Albany Northern Railroad was built from Albany to Green Island. Gibbonsville, Port Schuyler and West Troy were united as the village of West Troy in 1836. In 1896 a city government was adopted under the name of Watervliet. The name is Dutch for "water-flood," and was early applied to the area doubtless because of the frequent overflowing of the Hudson's banks during spring freshets. These flood dangers have been virtually removed by the Sacandaga Reservoir control.

Watervliet's great fame as gunmaking center began in 1813 when the United States purchased from Mr. and Mrs. James Gibbons a plot of twelve acres in Gibbonsville on which to erect an arsenal. The property was expanded at various times. Weapons have been made there for all our wars. The reservation includes more than thirty buildings, with permanent residential quarters for officers. Here big guns for the navy, anti-aircraft and other weapons are manufactured. In the World War I five thousand workers were employed. A force similar in size has been employed for the present conflict.

The present reservation includes more than thirty buildings. Manufactures include battleship ordnance and rapid fire anti-aircraft guns.

The Colonie repair shops of the Delaware & Hudson Railroad occupy a 1111-acre site. There are ten acres of buildings, erected in 1911-12, at a cost of \$2,500,000.

Other large industries in Watervliet include Behr-Manning Corporation, Allegheny Ludlum Steel Corporation and Adirondack Foundries & Steel, Inc. Allegheny Ludlum plant, formerly Ludlum Steel Corporation, is an important producer of stainless steel and alloys; Hiland G. Batcheller, who was president of the company, became president of Allegheny Ludlum on merger in 1938 with Allegheny Steel Corporation of Pittsburgh. The bell foundry of Meneely & Company was established by Andrew Meneely in 1826. Bells made there have been sent over the world.

The first Reformed Dutch Church in the village area was formed in 1814. A South Dutch Church was organized in 1844. The North Church of West Troy was organized in 1840. A new edifice, the Jermain Memorial, was built in 1874. In 1885 the congregation voted to join the Presbytery of Albany. Other early churches were: Baptist, 1827; Washington Methodist Episcopal, 1831; Trinity Episcopal and Presbyterian, 1834; St. Patrick's Roman Catholic, 1839; Ohio Street Methodist, 1849; St. Bridget's, 1850; Church of Sacred Heart of Mary (French Catholic), 1881.

First National Bank of Watervliet was organized in 1865.

Municipal offices are located in a modern city hall. The city is furnished with excellent water from French Mills Reservoir seventeen miles southwest. There have been many modern street improvements. Assessed valuation of real property in the city in 1941 was \$10,842,993.

Nearby is the village of Green Island (population 3,988), seat of the Ford Motor Company, which is the largest industry. Bridges and rail service link the village with Watervliet and Troy. The Federal dam crosses the Hudson at this point, marking the end of the tidal section of the river. The water impounded serves industries in the vicinity. The lock in the dam is maintained by the Federal Government and is the eastern entrance of the State Barge Canal System, including the Erie, Champlain, Oswego and Cayuga-Seneca divisions. More than four million tons of freight are passed through this lock during the navigation season annually. Assessed valuation of property in Green Island in 1941 was \$5,994,327.

The development of Green Island was concurrent with the erection of the dam in the Hudson built in 1823 in connection with the Champlain Canal. The Rensselaer & Saratoga Railroad bridge was built in 1835, giving the village access to outside points. Mills began to use power from the navigation dam. The Gilbert Car Manufacturing Company removed from Troy to Green Island in 1852 and continued until 1893. It was the largest plant for manufacture of railroad and trolley cars in the country. One of its products was a private railroad car for a Brazilian ruler which cost a hundred thousand dollars. Henry Ford chose the site at Green Island for his branch plant while on a visit there in 1922. John A. Manning Paper Company has a mill on the island.

Menands (population 1,764) is named for Louis Menand, who established greenhouses and nursery ground in 1842. The village has had a notable development in the past twenty years, and is equipped with modern streets, sewer and water systems, police and fire departments, municipal building, and many fine residences. Important industrial and distributing concerns are located within the village, the largest being Montgomery Ward & Company, retail and wholesale departments. The Menands Coöperative Farmers Market, which has a distribution radius of over one hundred miles, is located near the new Troy-Menands Bridge over the Hudson. The bridge was completed in 1933 at a cost of \$1,740,200.

On the Albany-Watervliet Road is Albany Rural Cemetery, consecrated in 1844. Here many noted leaders have been buried, including General Philip Schuyler, of Revolutionary War fame, and many members of the Schuyler family; Stephen Van Rensselaer, the last patroon and many of this family; General Peter Gansevoort, hero of Fort Stanwix. The sculptured tomb of President Chester A. Arthur, "Angel at the Sepulchre," is widely famed. There are lakes, shrubs and several miles of walks.

Adjoining is St. Agnes Cemetery, largest Roman Catholic burial place of the vicinity, consecrated in 1867.

TOWNS OF THE COUNTY

Colonie, largest town of the county, is ranked as the most populous and wealthiest town in the State outside of the metropolitan district. The town's assessed valuation in 1941 was \$27,127,247. It is named from the original *Colonie* (or Colony) of Rensselaerwyck founded by Kiliaen Van Rensselaer in 1630. The town was set off from Watervliet in 1895. The town population in 1940 was 20,631.

It contains two villages: Colonie, incorporated in 1921 (population 1,407), and Menands, incorporated in 1924 (1,764).

Main thoroughfares include the Albany-Schenectady, Troy-Schenectady, Shaker and Loudonville roads. Loudonville Road is named for Lord Loudoun, who commanded the British forces in America in 1756. Sir William Johnson, it is believed, had previously opened the road, which extended from Albany to Saratoga and Lake George. The Boght was the name given by the Dutch to the sharp bend in the river opposite Crescent and was applied to the vicinity. North of the Boght in Erie Canal days a stone aqueduct 1,137 feet long carried canal boats from the south to the north shore of the Mohawk, following the latter nearly to Schenectady, where the canal turned again at Aqueduct to the south shore. About the Boght grew up a canal provisioning village, many of the barge captains living there. Van De Mark's Tavern was in the vicinity of Dunsbach Ferry. A dry dock and brickyard were at Crescent.

Dunsbach Ferry is also a historic Mohawk River crossing. At Crescent and Vischer Ferry, the State has built Barge Canal dams and hydroelectric power stations. Mohawk View is a summer cottage colony.

Latham Corners, formerly known as Town House Corners, was settled as early as 1806. James Latham ran a hotel. A considerable settlement grew up there, now a suburban section. Nearby is the Latham traffic circle.

The Shaker village was established in 1776 by Mother Ann Lee, of Manchester, England, founder of the United Society of Believers in Christ's Second Appearing. The sect became known as Shakers because of a whirling dance which accompanied their religious rites. The Shaker church rested on four basic principles—celibacy; communal work and ownership of property; confession of sin and separation from the world. Mother Ann Lee died September 8, 1784, at the age of forty-eight, and is buried in the village cemetery. The settlement grew to about three hundred members. An area of three thousand five hundred acres was developed for agricultural purposes, beautified with four ponds. The Shakers were famed as craftsmen and as herb and seed raisers. The sect has gradually died out, a few members surviving at the Mount Lebanon colony in Columbia County.

Part of the Shaker farm (787 acres) was acquired in 1928 by Albany County for the erection of the modern county home and hospital which has been named Ann Lee Home. The county penitentiary

is in the vicinity, and on part of the land Albany's modern airport has been developed.

Newtonville was named for John M. Newton, who had a farm there about 1840.

Loudonville and Newtonville have adopted zoning plans. Many fine suburban homes of Albanians and others are located there. The zoning proposal was advocated by George W. Stedman in 1930. Mr. Stedman was influential in obtaining the paving of Loudonville Road in 1900 with macadam. It was one of the first "good roads" in the State. Elm trees were planted along it as that time. Significant names have been restored to some of the early town roads, the old Schoolhouse Road having been renamed Crumitie (Dutch for "crooked way" road), and Cohoes Boulevard changed to De La Tour Road in honor of Madame de la Tour du Pin, French refugee who lived in the Colonie for a time.

The town of Bethlehem has a population of 9,782. Assessed valuation in 1941 was \$12,916,312. Included are Kenwood, Bethlehem Center, Becker's Corners, Selkirk, Cedar Hill, Delmar, Slingerlands, Elsmere and other suburban and farming centers. Selkirk has the huge New York Central Railroad freight classification yards, linked with the Castleton Cut-off Bridge over the Hudson. Growth of Delmar, Slingerlands and Elsmere as residential suburbs accelerated following the building of a high level bridge over the Normanskill. Delmar was formerly called Adamsville, for Nathaniel Adams, who had a hotel there in 1836. Slingerlands, formerly called Normansville, became a post office in 1852. It was named in 1870 in honor of the Slingerland family, prominent residents. The "Albany County Post" is published at Delmar, which has banking facilities and the Bethlehem Central School. The area is a rapidly growing suburb.

Berne is named for Bern, Switzerland, native home of the pioneer settler, Jacob Weidman, who arrived there about 1750. A number of Palatines and Dutch were early settlers, Scotch families locating after the Revolution. Much difficulty arose from Tory activities during the Revolution, sixty-three of the local militia organization joining the British. The slaying of the Dietz family was one of the atrocities. Berne was the scene, January 15 and 16, 1845, of the first Anti-Rent Convention in the State, conducted in the Lutheran Church. Political repercussions which followed resulted in the adoption by a State Constitutional Convention the next year of a provision limiting land tenures in the State to twelve years. The area remained embattled during the Anti-Rent crusade, as did other sections of the Helderbergs,

when attempts were made by Colonel Walter S. Church to enforce the ancient Van Rensselaer leasehold terms. On the picturesque Foxenkill, leading to the Schoharie Valley, were early mills. Werner's Lake is at East Berne. Beaverdam was the original name for the Berne region where the Dietz massacre occurred.

Coeymans is named for the patentee, Barent Pieterse Coeymans, who came from Holland in the service of the patroon. In 1673 he acquired a tract from the Indians, a dozen miles south of Albany, which he believed was outside the patroon's manor. But it was found otherwise and, in 1706, he settled the patroon's claim by agreeing to pay a quit rent of nine shillings a year. In 1714 he obtained from Queen Anne a patent confirming ownership to himself and heirs forever. He lived in a stone house in the village until his death, and is said to have been buried on Beeren Island. Barent's granddaughter, Anna Margarita, daughter of his son, Pieter Barentse Coeymans, married Andries Ten Eyck. J. N. Briggs, mill owner and ice dealer, established Barena Park, a river picnic spot of the 1880s. Coeymans has brick-making and other industries. Ravena is a banking center. Cast iron fittings, concrete blocks, cider and vinegar are among its products. The Ravena "News-Herald" dates from 1862.

Early settlers in the town of Guilderland included the Van Aernams, Van Wormers, Van Pattens, Groats, Crounses, Seversons and others. Guilderland village, in 1796, was laid out in streets and lots under the name of "Hamilton." It was the scene of a glass works established in 1785 by John De Neufville, Dutch emissary who negotiated the treaty between Holland and the United States in aid of American independence. In the subsequent war between Britain and Holland, De Neufville lost his fortune. He was aided by a legislative appropriation in establishing the glass industry. Abandoning the plant about 1790, De Neufville died in 1796 and the business later was carried on by Elkanah Watson, Jeremiah Van Rensselaer and others. In 1813 the mill's output was half a million feet of window glass. But two years later, due to lack of wood fuel, operations suspended. Some of the window glass is found in old houses in the vicinity. The State Museum has a pocket flask which bears the name "Albany Glass Works, N. Y."

Born in Hamilton village was Henry Rowe Schoolcraft (1793-1864), who became a famous Indian authority, and from whom Longfellow obtained the legend of Hiawatha. Schoolcraft was the son of Lawrence and Margaret Rowe Schoolcraft. His father was superintendent of the glass works, and Henry for a time was prominently identified with the industry in New York, Vermont and New

Hampshire. He became engaged in scientific studies, explored western lands as a geologist and, in 1822, was appointed Indian Agent for tribes in the Sault Ste. Marie region. In 1823 he married Jane Johnson, granddaughter of an Ojibway chief. In 1845 he was employed by the State of New York to take a census of the Six Nations, as a result of which he wrote the famous "Notes on the Iroquois." He wrote many works on Indian languages, customs and characteristics, which gained fame at home and abroad. He wrote the "Myth of Hiawatha and Other Oral Legends" in 1856. (Consult Chapter XXIII.)

French's Mills had a clothing factory as early as 1795. Altamont, formerly Knowersville, was settled in Colonial times. It was situated on the route taken by the Palatines in going over the Helderbergs to settle in Schoharie and some of the families selected lands there at a later date.

The former Severson Inn at the foot of the hill is one of the oldest landmarks in the region. Benjamin Knower, Albany banker and hat manufacturer, built a home near the village in 1800 and had his hat factory in the rear.

The Albany County Agricultural Society and Exposition has been conducted at Altamont since 1893. It is a lineal descendant of the Albany County Agricultural Society of 1819, whose fairs were conducted in the city of Albany.

St. John's Evangelical Lutheran Church was established between Guilderland Center and Altamont in 1787 with the Rev. Heinrich Moeller as minister. The Dutch Reformed Church of the "Hellerberg," as it was called, was established about 1750 near present Guilderland Center. Hamilton Union (Presbyterian) Church dates from 1824.

Altamont was incorporated as a village in 1890. On the hilltop is the Seminary of the Order of LaSalette, which was built by Colonel Walter S. Church in 1885 as a summer hotel which he named "Kushaquah." In 1924 it was remodeled for the seminary. Colonel Church, who was the central figure of the Anti-Rent wars in the region, died in Albany in 1890. Many fine summer residences are on the mountain terraces. The section is prominent agriculturally. The "Altamont Enterprise" was founded in 1884.

The town of Knox occupies a high plateau of the Helderberg region, the northwestern town in Albany County, bordering Schoharie. Thompson's Lake is its principal resort, and there are interesting caves. Early settlers were Palatines, followed by Connecticut Yankees in the post-Revolution. Knoxville Academy was conducted

from 1830 to 1880. Zion Evangelical Lutheran Church of Knox was in existence as early as 1745, when land was taken up for a church and schoolhouse, which were erected about 1750. Originally Lutheran and Reformed congregations were combined in the church. Rev. Joseph Knieskern was pastor of the Reformed Church at Knox, 1841-1845. The Knox Presbyterian Church was organized about 1825, it is said, by Dr. Eliphalet Nott, of Union College.

New Scotland township includes John Boyd Thacher Park on the Helderberg escarpment, which is fourteen miles from Albany. Teunis Slingerland, who settled on Oniskethau Creek about 1660, obtained a deed from three Indian chiefs. New Salem, at the foot of the Helderbergs, was settled about 1770.

New Scotland, in a farm and residential region, was settled by Scotch families about 1765. Voorheesville has a castings plant, lumber, feed and other industries, and is a junction point of the New York Central and Delaware & Hudson railroads. It was named for Alonzo B. Voorhees, a lawyer, who built a home there in 1862. The United States Government, in 1941, established a large regulating depot and warehouse for wartime purposes near Voorheesville. Clarksville, which had a mill as early as 1755, was named for Adam A. Clark, who settled there in 1822. The Oniskethau runs through the southern part of the village. Feura Bush is in a farming and residential section. In 1844 Stephen Van Rensselaer gave land for the New Scotland Presbyterian Church, which was established in 1787 as a mission.

Rensselaerville, named for the proprietor of the manor, was settled by families from New England about 1785. It has fine examples of Colonial architecture, and has become a picturesque residential colony. It was an early center for mills and tanneries. The Presbyterian Church was organized in 1793 with the Rev. Samuel Fuller as pastor. In 1811, the Rev. Mr. Fuller founded the Episcopal Church in the village, remaining in the rectorship for a number of years. The Rensselaerville Baptist Church began in 1797. The Methodist Church in Preston Hollow was formed about 1840.

F. C. Huyck & Sons, felt makers, first had their plant at Rensselaerville, moving later to Kenwood and then to Rensselaer.

The town of Westerlo was formed in 1815 and is named for the Rev. Eilardus Westerlo, a minister of the Dutch Reformed Church in Albany, of the Revolutionary period. Andrew Hannay was the pioneer settler, about 1774. The region is principally devoted to farming.

CHAPTER XXV

Rensselaer County

Where "Uncle Sam" and "Yankee Doodle" Originated—A Mountain and Lake Region—Poest, of Poestenkill—Lansingburgh Settled—Troy's Classical Name—Wins County Seat—New England Settlers—General John E. Wool Saves Washington—Famed 2d Regiment—105th Regiment in World War—The "Monitor" Makes History—Famed Educational Institutions, Rensselaer Polytechnic Institute, Russell Sage College, Emma Willard School—Governors Marcy and Black—Townsend Founder of GOP—Newspapers—"The Night Before Christmas"—Première of "Uncle Tom's Cabin"—Collar, Shirt, Iron and Other Industries—Steel Making Revives—Banks—County Fairs—Rensselaer, Home of "Yankee Doodle"—Hoosick Falls Matrices—Berlin Nurseries—Nassau—Schaghticoke—Castleton—Other Towns.

Out of a vast historical background, residents of Rensselaer County are probably proudest of the distinction of having both "Uncle Sam," the Nation's sobriquet, and "Yankee Doodle," the Nation's first war song, originate within their borders.

The militaristic turn of world affairs unquestionably accounts for much of this preference in current times; yet is amplified by the notable record that has been made in the Nation's conflicts by officers and men of Rensselaer County commands, as well as by its industrious and loyal citizens. The construction of modern steel-protected naval vessels was the immediate result of the battle of the "Monitor" and "Merrimac" in the Civil War. In 1862 Troy iron works turned out the plates for the "Monitor" and the vessel was initially financed almost entirely by two Troy iron manufacturers, John A. Griswold and John F. Winslow. They are honored with a tablet on a memorial shaft which stands in downtown Troy.

"Uncle Sam" originated in the War of 1812, when a Troy meat packer, supplying beef to the Federal troops protecting the frontier, stamped "U.S." on the casks. His name was Samuel Wilson—"Uncle

Sam" to his acquaintances, and jocularly the quartermaster's men began calling it "Uncle Sam's beef." So the term was born and cartoonists devised imaginatively the portrait of the symbolic figure. "Uncle Sam" Wilson's grave, with a fitting stone, is in Oakwood Cemetery.

"Yankee Doodle" dates from the French-Indian War, when, in 1758, at old Fort Crailo, in Rensselaer, where General Abercrombie's staff was billeted, Dr. Richard Shuckburg, British army surgeon, composed the words, putting them to the tune of "Lucy Locket," an old marching song of Cromwell's army in England. The verses, intended as a jibe at the crude Colonials who gaped at the brass cannon and other accoutrements of this fine army, became the patriot war song of the Revolution after the battle of Saratoga, when the jibe was returned in earnest. It has remained a beloved part of the American repertoire.

Rensselaer County has many other distinctions, in education, science, manufacture, transportation and the arts; with nationally important contributions in all five. The county was formed February 7, 1791, from Albany County, named for the Van Rensselaer family, original proprietors of the Manor of Rensselaerwyck, which occupied most of the present area. It contains 663 square miles and, in 1940, had a population of 121,834.

The county capital, Troy, is noted as the head of navigation on the east side of the Hudson River, meeting place of the Champlain and Erie Canal systems, and an important rail and highway center, serving as a gateway to New England and the north.

The county is noted for its geographic features which include two distinct ranges of mountains, extending in a north and south direction, known as the Taconic (Taghkanic) and Petersburg or Grafton Mountains. The Taconic range occupies the extreme eastern borders of the county and is divided from the Petersburg Mountains by the long deep valley through which flow Kinderhook Creek, Little Hoosick and Hoosick rivers.

These mountains, rising to a height of one thousand to two thousand feet are wild, rugged and rocky. Numerous lakes add to the attractiveness of the region as a summer resort. Near South Berlin is a summit level where, a few rods apart lie the heads of Kinderhook Creek and Little Hoosick River, the former flowing south through Rensselaer and Columbia counties to reach the Hudson at Stockport; the latter going north and turning west near Eagle Bridge, to flow

through Johnsonville and Schaghticoke, entering the Hudson opposite Stillwater. The Hoosick is most picturesque in the vicinity of Valley Falls and Schaghticoke. The Poestenkill and the Wynant Kill were sites of early gristmills, flowing into the Hudson at Troy. Among the lakes are Babcock Lake and Long Pond in the north, and Nassau Lake, Sand Lake, Glass Lake, Pike's Pond, Crooked Lake, Burden Lake and Tasawasick Lake in the southerly section. A lovely mountain stream, Black Brook, joins the Kinderhook at East Nassau. The county extends about thirty miles along the east bank of the Hudson and is twenty-two miles wide. It is bordered on the north by Washington County, on the east by Vermont and Massachusetts, on the south by Columbia County, and west by Saratoga and Albany counties.

In aboriginal days, the main Algonkin trail led from the Hudson up the Hoosick River Valley to New England. By this route the Iroquois of the Mohawk Valley moved against their foes to the east and in later days war parties from Canada struck savagely through this gateway upon settlements along the Hoosick and in New England.

The eastern Indians long contested the ground with the Mohawks. In 1628 the Mahikans were forced from their favorite hunting grounds and retreated to the Connecticut River, but returned after forming alliances with the Penacooks and other tribes. The last great battle between the Mohawks and the eastern Indians occurred in 1669 at Kinquariones (Hoffmans), a short distance west of Schenectady. The Algonkins lost the battle, but the Mohawks were weakened by the struggle and did not attempt physical possession of the lands about the Hudson.

Several traditions surround the initial settlement in the county. It is known that a colony of Walloons was planted at Greenbush on the east side of the Hudson in 1624, when Fort Orange was built at Albany. That these settlers hunted or lived as far to the north as Walloomsac Creek is probable. Some accounts hold that the name of the creek was derived from the early Walloons. Walloomsac is also spelled variously on old maps and records, "Wallamsock," "Wallamsac," "Walloomscoick." Another interpretation is that the name came from that of an early German emigré named Wallam, who settled in the region.

An intriguing legend surrounds the junction of the Owl Kill and the Hoosick, where the name St. Croix was given to an early fort possibly erected by French traders prior to the arrival of Henry Hudson

in 1609. The traders, led by Captain Jean Allefonsce of St. Ange, supposedly visited the region in 1540-42, when Roberval was attempting to establish a permanent settlement on the St. Lawrence in the vicinity of Montreal. A Jesuit was with the party. At this time also the Frenchmen reputedly visited the site of Albany and erected a trading post, whose ruins were found by the Dutch explorers Christiansen and Block in 1613. A gap occurs in the records of Roberval for more than a year, which leaves open the possibility of such a journey, but definite evidence is lacking. Nevertheless, the appearance of the name St. Croix is a community early settled by the Walloons and Dutch creates an interesting speculation as to its source. The name was well known during the Colonial and Revolutionary periods, and is of undoubted antiquity in the county.

The greater part of the county was included in the original patent of Kiliaen Van Rensselaer in 1630 and the first settlement was made by tenants under him the same year. The lands were held by the same tenure as those in Albany County and underwent similar difficulties in the collection of rents, resulting in violence in the anti-rent wars of the nineteenth century. Upon the death of Stephen Van Rensselaer, "the last patroon," the manor was divided, the portion east of the Hudson passing to his son, William P. Van Rensselaer. Attempts to collect overdue rents led to the anti-rent outbreaks, in which Smith A. Boughton, of Alps, became the ringleader, known as "Big Thunder." He was tried at Hudson for robbery. He received a life sentence and was pardoned. As a result of the "war," legislation was enacted forbidding the leasing of land in New York State for longer than twelve years, and other feudal provisions dating from the earliest times were relaxed. Outside the manor were the towns of Schaghticoke, Hoo-sick, Pittstown and Stone Arabia.

Henry Hudson's small boat, sent out from the "Half Moon," undoubtedly came as far north as Troy, to the outlet of the Mohawk River on the west bank of the Hudson River in 1609. Indians occupied the islands at the mouth of the Mohawk and also on the site of Troy, which was a cornfield known by the Indian name of Pa-an-pack. The sector north of this was called Panhoosic by the Mohegans, who occupied the region, an offshoot of New England tribes, among whom was Uncas, hero of Cooper's "Last of the Mohicans." Tradition says he was born at the site of Troy.

Jan Barentsen Wemp, also known as Poest, settled on the site of Troy in 1657, whence the Poestenkill obtained its name. His farm was patented to Sweer Teunis Van Velsen in 1667 by Governor

Nicolls, Van Velsen having married Wemp's widow. Van Velsen moved to Schenectady in 1669. Dirk Vanderheyden next settled on the site of Troy about 1707, paying as rent to the Van Rensselaers three bushels and three pecks of wheat and three fat hens or capons annually. He established a ferry.

Lansingburg was settled about 1770 by Abraham Jacob Lansing, who owned islands at the mouth of the Mohawk. He laid out land for a city in 1771, which was first called Stone Arabia, afterward Lansingburg, but commonly referred to as the "New City" in contrast to Albany, the "old city."

The Stone Arabia Patent was granted in 1670 by King James II to Robert Sanders, of Albany, subject to an annual quit rent of two bushels of wheat. Sanders sold the land to Johannes Wendell and Wendell's son, Robert, who inherited it, sold it to Lansing in 1763. At the first town meeting, in 1771, Lansing was elected president and trustees were named. It was voted that Lansing and his heirs should be a committee of the village forever, with power equal to each of the four trustees chosen by the people. In May, 1775, fifty of the citizens, headed by Lansing, signed articles of association, pledging loyalty to the Continental and Provincial congresses. By 1788 the community had a population of five hundred and ten years later one thousand two hundred. The Reformed Dutch Church was organized in 1784 and the First Presbyterian Church in 1792. Lansingburgh Academy was opened in 1796.

Industry was attracted to the community and among its pioneers were an oilcloth factory and a brush manufactory. Gradually business enterprise shifted to Troy. Oldest landmark in modern Troy is the Abraham J. Lansing house, on the Hudson at 110th Street, built prior to 1773.

The Hoosick Patent was granted June 3, 1688, to Maria Van Rensselaer, Hendrick Van Ness, Jacobus Van Cortlandt, and Gerrit T. Van Vechten. It included seventy thousand acres, bordering both banks of the Hoosick River. Among the Dutch settlers were: Adam Vrooman, an Indian trader; Arent Van Curler, 3d, Peter Viele, John Van Buskirk, Henry Van Ness, and Daniel Bradt. About 1745 a Dutch Church was founded at St. Croix, south of Hoosick, known as the Tyoshoke Church. A fort was built in 1724. The settlement was broken up by French and Indians in August, 1754. St. Croix is spelled in early documents "Sancoik." The patent was divided in 1732, part going to Colonel Johannes Knickerbacker.

As early as 1642 Fort Crailo had been built at Rensselaer by Jeremiah Van Rensselaer, son of the original patroon, which was intended to be the main settlement in the Colonie of Rensselaerwyck. It was a sturdy brick house, subsequently enlarged, and became an important fortification during the Indian wars. The building has been restored as of the period of 1660 and is maintained by the State as an historic shrine. "The Crailo" was the name of a Van Rensselaer estate in Holland. The early name of Rensselaer was Gruenen Bosch, Dutch for "green woods" or evergreens which formed a grove there, anglicized as Greenbush.

Indian castles or villages were at Greenbush, Troy, Schodack Landing and Castleton, the latter being on the hill rising abruptly above the town. These were Mahikans or River tribes of the Algonkin race. At Schaghticoke, in 1676, was planted the famous Witenagemot tree by Governor Andros and an array of dignitaries and troops to celebrate the establishment of a colony of Pequots and other eastern Indians at that point as defense against the French and their Indians. Making up Schaghticoke outpost were tribes who had fled from their homes in King Philip's War. The tree survived until recent years, but the trunk and branches yet stand, with supports.

Settlement in Schaghticoke was begun in 1709 by Johannes Knickerbacker, who purchased lands in the five hundred-acre tract at that point awarded to Albany by the Dongan charter of 1686. The family is one of the most noted in Rensselaer County history. From them Washington Irving, who visited there, reputedly took the name, slightly varied for his "Knickerbockers," which thereafter became the appellation for all New Yorkers.

The Schaghticoke Patent originated in the Albany city charter of 1686 by which Governor Dongan conferred upon the city the right to purchase five hundred acres in the Schaghticoke vicinity from the natives. In 1707 an Indian deed was obtained to a tract six miles square, lying chiefly in the present town, for which the consideration was "two blankets, two body coats, twenty shirts, two guns, twelve pounds of powder, thirty and six pounds of shot, eight gallons of rum, two casks of beer, two rolls of tobacco, two gallons of Madeira wine and some gin," delivered to the sachems on behalf of the mayor, recorder and common council of Albany.

In 1709 the city conveyed the land to a group of settlers, including John Wandelaer, Jr., John Heermans Vischer, Daniel Kittlehuyn, John Knickerbacker, Louis Viele, Derick Van Vechten and others. Knickerbacker, a miller, for the sum of sixteen pounds ten shillings

obtained a lease of thirty morgens of land. He and the other lessees were to pay a yearly acknowledgement to the city of Albany after May 1, 1715, of thirty-seven and a half bushels of good merchantable winter wheat. The family became prominent in the region. Herman Knickerbacker, friend of Irving, was a member of Congress and was called the "Prince of Schaghticoke." The Witenagemot tree is on the Knickerbacker farm, near the family mansion.

A Stockbridge Indian colony was located at Brainard in 1760, when Hugh Wilson made the first settlement there.

During the French-Indian wars there were attacks on the Hoosick Valley, where buildings were burned and settlers slain in 1746 during a raid on Fort Massachusetts, North Adams.

The French-Indian attack upon the Brimmer family, whose farm was a mile east of the junction of the Hoosick and Little Hoosick rivers, was in June, 1754. John G. Brimmer was at work in the field with his sons, George, Godfrey and John when Indians were sighted. Mr. Brimmer set out for the farmhouse and called to the boys to follow him. Four Indians intercepted the youths, killing George with a gunshot. The other two were made prisoners and taken to Canada, where they were sold to the French as slaves. Suffering great tyranny from their masters, they were released in 1759 after the fall of Quebec.

Returning to Albany, they fell into British hands at Lake George and were detained, but released through the efforts of the Van Rensselaers. Their parents had removed to Rhinebeck during the conflict and there was a joyful reunion. The family then moved back to the Hoosick Valley, where many of their descendants still live. A member of the family is Richard Dix, of motion picture fame. Memorial markers were placed at the Brimmer farm on the one hundred and eightieth anniversary of the event.

Early border troubles arose with New Hampshire over land grants. In 1764, Sheriff Schuyler, of Albany County, received word that Hans Yerry Cregier, an inhabitant under the proprietors of the Hoosick Patent, had been turned out of possession of his lands and his cattle driven off by New Hampshire folk, who also made claims to the territory through the indefinite royal grants of the time. The sheriff arrested four of the disturbers and jailed them at Albany. The difficulties continued until the close of the Revolution when Vermont became an independent State, and boundary lines were adjusted.

One of the most important battles of the Revolution was fought at Walloomsac in August, 1777, bringing defeat to redcoats under

Baum, who was seeking badly needed supplies and Tory recruits for Burgoyne. (Consult Chapter XVI.) The engagement is known as the battle of Bennington. In the War of 1812, headquarters of the American Army were established at Greenbush, where a large cantonment was erected, some buildings of which remain. Supplies were assembled at Troy for the cantonment and also for troops going north to oppose the British at Plattsburg, near the Canadian border.

The settlement of the county actively progressed after the Revolutionary War, when there was a large infiltration of settlers from New England. New City, or Lansingburgh, in 1799, had grown to one thousand two hundred inhabitants. In 1817 the manufacture of oilcloth was begun there, a new form of industry; in 1818 came the brush making industry which still flourishes and, in 1872, the advent of the Ludlow Valve Works contributed to Lansingburgh's prestige. Its products have gone to all parts of the globe.

Troy, now the largest community in the county, consisted of three farms in 1783. After the Revolution, Captain Stephen Ashley, of Salisbury, Connecticut, leased the Matthias Vanderheyden house at present Division and River streets and opened it as a tavern. Jacob D. Vanderheyden agreed in 1786 to cut up his farm lands as lots for a town, adopting the Philadelphia pattern of square blocks for the streets. On January 5, 1789, at Ashley's Inn, the settlers debated the question of a new name for the village, which was variously called "Ashley's Ferry" and "Vanderheyden." Yankees, being in the majority, discarded the Dutch name and adopted, as a compromise (said to have been proposed by a young lawyer) the classical name of Troy, the ancient Ilium. In 1816, when the city was incorporated, the seal received the motto: "Ilium fuit, Troja est" (Ilium was, Troy is). The Vanderheydens, however, long continued to refer to the town as "Vanderheyden, *alias* Troy." The choice of the classical name proved infectious among other new communities. The vogue lasted through the Erie Canal and railroad era, resulting in the attaching to New York State communities such names as Syracuse, Ithaca, Attica, Rome, Ilion, Delphi and Homer.

John Lambert, an Englishman, travelling from Montreal to New York, in 1807, gave the following description of Troy's appearance at that time:

"Troy is a well built town consisting chiefly of one street of handsome red brick houses, upwards of a mile and a half

in length. There are two or three short streets which branch off from the main one, but it is in the latter that all the principal stores, warehouses and shops are situated. It also contains several excellent inns or taverns. The houses, which are all new, are lofty and built with much taste and simplicity, though convenience and accommodation seem to have guided the architect more than ornament. The deep red brick, well pointed, gives the buildings an air of neatness and cleanliness seldom met with in old towns, but I cannot say that I admire it so much as the yellow brick of England.

"Troy has been erected within the last twenty years and is now a place of considerable importance. The trade which it has opened with the new settlements to the northward through the states of New York and Vermont as far as Canada is very extensive and in another twenty years it promises to rival the old established city of Albany. Its prosperity is indeed already looked upon with an eye of jealousy by the people of the latter place."

Lambert had intended taking the steamboat from Albany to New York, but the river was closed by ice at the time of his visit.

"We were much disappointed at this news," he wrote, "as we were very desirous of seeing the construction and management of this celebrated vessel which travels at the rate of five miles an hour against wind and tide. It was built about four years ago under the direction of Mr. Fulton, an American gentleman of great mechanical abilities. . . . The machine which moves her wheels is called a twenty-horse machine or equal to the power of so many horses, and is kept in motion by steam from a copper boiler eight or ten feet in length. The wheels on each side are similar to water wheels under cover; they are moved backwards and forwards, separately or together at pleasure. Her route is between New York and Albany, a distance of 160 miles, which she performs regularly twice a week, sometimes in the short space of thirty-two hours, exclusive of detention by taking in and landing passengers."

The steamboat trade long played an important part in Troy's progress. Besides the river voyages by steamer to New York, there were local steamers to Albany which enjoyed great popularity until two decades ago.

Modern Rensselaer County, with its fourteen towns and two cities—Troy and Rensselaer—comprises a political subdivision sev-

enth in population among the counties of the State. The towns are Berlin, Brunswick, East Greenbush, Grafton, Hoosick, Nassau, North Greenbush, Petersburg, Pittstown, Poestenkill, Sand Lake, Schaghticoke, Schodack and Stephentown.

The passage of the legislative Act of February 7, 1791, by which the county was created, led to rivalry between New City and Troy for selection as the county seat. The county's first officers took their oaths in Lansingburgh in 1791, but the location of the county offices was still debated. In 1793 the Legislature appropriated six hundred pounds for the erection of a courthouse and jail, leaving to the inhabitants the decision where it should go. Troy raised five thousand dollars to add to the State fund, and outdid Lansingburgh in this respect, thus winning the contest. The original courthouse was connected with the jail on the site occupied by the present courthouse. In the prison yard were the gallows, whipping post and stocks for public punishment. The modern courthouse on the site is separate from the jail, several blocks distant.

The Rensselaer County Medical Society was first organized in 1806, with Dr. Benjamin Woodward as president.

Devoted to their country, the people of Rensselaer County have had a glorious part in the Nation's military history, many serving in the Rensselaerwyck Battalion in the Revolution. Lansingburgh had a company in Colonel Stephen J. Schuyler's militia regiment and others joined the 3d Regiment of Cavalry. In the War of 1812, the 8th Brigade of Infantry, Rensselaer County, comprised six regiments, including infantry, artillery and cavalry units. "Uncle Sam" Wilson was born at Mason, New Hampshire, in 1780, coming to Troy in 1793. His home was at 76 Ferry Street. He died in Troy, July 1, 1854. His grave and that of his wife were almost forgotten until a decade ago, when Troy's veterans' organizations undertook the establishment of a shrine.

Troy gave to the military history of the Nation a hero of three wars, General John E. Wool. Born at Newburgh, he conducted a bookshop in Troy at the age of twenty-one. In 1812 he entered the army as captain of the 13th United States Infantry, raising a company in Troy. He was wounded at Queenstown Heights and fought gallantly at the battle of Plattsburg, September 11, 1813, when he was breveted lieutenant-colonel. In 1841, then a brigadier-general, he was sent to Europe to study military systems. In 1846 he organized volunteers for the War with Mexico, and at Buena Vista achieved such

success that he was breveted major-general. Both Congress and the State of New York awarded him a sword.

When the Civil War opened he was second in command to General Winfield Scott. In April, 1861, when communication with the Nation's capital was cut off by the sudden movement of the Confederates, General Wool left Troy and, at New York City, organized the relief troops which were sent by water and land to relieve Washington. He sent gun carriages and ammunition to Fortress Monroe, which enabled that post to hold out. This exploit saved the capital. Wool, however, was ordered back to Troy "for the recovery of his health," by General Scott, who accused Wool of insubordination. Afterwards he was restored to active duty at Fortress Monroe and took possession of Norfolk in May, 1862, when he was made a major-general. He was placed in command of the 8th Corps, but did not appear in the field. He died at Troy, November 10, 1869.

Two other major-generals came from Troy, Major-General Joseph Bradford Carr and Major-General George H. Thomas. General Carr rose from volunteer duty in the Troy Republican Guards to Colonel in the State Militia. He commanded the 2d Regiment of New York Volunteers in the battles of Gettysburg and Chancellorsville. He was breveted a major-general in 1865. In 1879 he was elected Secretary of State of New York. He died in Troy, February 24, 1895.

Buried in Oakwood Cemetery in Troy also is Major-General George H. Thomas, "The Father of the Army of the Cumberland" and "The Rock of Chickamauga." He served in the Indian wars in Florida, with Zachary Taylor in Mexico, and gave distinguished services at Bull Run, Shiloh, Lookout Mountain, and other Civil War battles.

The 2d New York Volunteers, organized in Troy, departed May 18, 1861, and were the first northern regiment on Virginia soil after the outbreak of the Rebellion. When additional troops were needed, Troy answered with the heroic 125th Regiment. Then came the 169th New York Volunteers with Colonel Clarence Buell in command.

In the Spanish-American War Troy sent out three distinct separate companies, which with a separate company from Hoosick Falls, made up a part of the old 2d Regiment. The volunteers left Troy, May 2, 1898, for Camp Black, Hempstead Plains, Long Island, thence to Tampa, Florida. Prepared to go to Santiago, the 2d Regiment was returned to Troy after cessation of hostilities.



George B. Cluett, Brother & Company's Linen Collar Manufactory,
390 River Street, Troy, 1862

The World War saw disintegration of the 2d Regiment as such, and instead Troy gave the "Fighting 105th," of the 27th Division. Others from the county in World War No. I saw service in various armed branches. From this county went out also volunteers in Red Cross, Salvation Army, Young Men's Christian Association, Young Women's Christian Association and others in semi-military service.

The 2d Regiment, which in 1916 had seen service in the Mexican border uprising, was called into Federal service March 25, 1917. As a part of the 27th Division, the unit arrived in Brest, France, on Memorial Day in 1918, crossing on the U. S. S. "President Grant" from Newport News. The 105th Infantry fought in three major battles in less than four months. Their first position was in the East Popeinghe line in Flanders. They fought in the bloody Somme sector and helped break the Hindenburg Line. After the Armistice the 27th Division returned to the United States. The 105th came up the Hudson River on a steamboat, arriving in Troy, April 2, 1919, amid a welcome never to be forgotten. Rensselaer County sent more than seven thousand five hundred men to active World War duty, a ratio of one out of every fifteen residents. More than two hundred Troy men were killed or died in service. Honors and awards for distinguished military services came to many soldiers of the county. Colonel James M. Andrews commanded the 105th in France. Captain Charles A. MacArthur, of Company A, Troy, became battalion commander after the early engagements. He returned with his regiment and died several years ago.

Ogden J. Ross, one of New York State's three tax commissioners and former State Senator from Rensselaer County, was a first lieutenant in the First World War, in which he was wounded. He received the Belgian Croix de Guerre, with palm. After his return he became a major commanding the 1st (Troy) Battalion of the 105th; later colonel of the regiment.

Prior to departure of the regiment for Federal service in October, 1940, Colonel Ross was promoted to brigadier-general, commanding the 53d Infantry Brigade, including the 105th Infantry, and the 106th, formerly the 10th Infantry of Albany.

For more than a year the 105th Infantry trained at Fort McClellan, Alabama, participating in army maneuvers, completing this training just a few weeks prior to the Japanese attack on Pearl Harbor, December 7, 1941. When this history-making event took place the 105th Infantry departed from Fort McClellan with other units of the 27th (New York) Division.

The famous "Yankee cheese box on a raft" as the "Monitor" was called was 124 feet long, thirty-four feet wide and six feet deep. On top of this hull was a revolving turret nine feet high, twenty feet in diameter, operated by steam turbines. The hull had plates five and a half inches thick. This armor plate, and the bars and rivets for the vessel were turned out in one hundred working days by the men at the mills of Corning, Winslow & Company and Rensselaer Iron Works, both in Troy. Ericsson designed the craft, Griswold and Winslow advancing ninety per cent. of the cost after convincing President Lincoln that it was worth a trial. The "Monitor" was launched at Greenpoint, Long Island, January 30, 1862, and commissioned February twenty-fifth following. Lieutenant John L. Worden was captain, the crew including fifty-eight volunteers. After the battle at Hampton Roads, March 9, 1862, the "Merrimac," Confederate vessel, never attempted to engage the Union Navy and May 10, 1862, she was blown up by her officers. The "Monitor" foundered at sea, December 31, 1862, while en route to Beaufort, South Carolina. The battle of the ironclads attracted world-wide attention and brought announcements in England that naval architecture had entered a new era.

Troy's educational institutions include Rensselaer Polytechnic Institute, founded in 1824 by Stephen Van Rensselaer, the last patroon, as the Rensselaer School. It was originally intended for scientific farming education of the sons and daughters of farmers. Proprietor of many farms, Van Rensselaer had become deeply interested in agriculture and natural sciences. The graduates of R. P. I. have played a prominent part in the construction of railroads, bridges, canals, skyscrapers and other accomplishments throughout the world. Nearly every foreign country has sent students there. Fires in 1862 and 1904 destroyed the early buildings. The present fine structures have all been erected since the latter date.

Emma Willard School, a pioneer in the higher education for women, had its beginning at Middlebury, Vermont, in 1814, moving to Troy in 1821, as Troy Female Seminary. A bronze statue of the founder, Emma Willard, is on the campus of Russell Sage College, where the school formerly was. The present name was adopted in 1908. A \$1,000,000 gift by Mrs. Margaret Olivia Sage, widow of Russell Sage, Troy financier, herself a graduate of the school in 1847, made possible the construction of the new Gothic buildings in Pawling Avenue. On the site of the original seminary in downtown Troy, Russell Sage College for Women was estab-

lished in 1916, providing a variety of liberal education studies. Eliza Kellas, principal of Emma Willard School since 1911, was founder and first president of Russell Sage College in 1916. She continued to head both institutions until 1928, when Dr. James Laurence Meader was named president of Russell Sage. Miss Kellas continued as head of Emma Willard School. Edgar H. Betts is president of the school trustees. Plans of Miss Kellas to retire from active educational work, after a distinguished career, were announced in January, 1942.

Born at Mooers, New York, Miss Kellas was graduated from the State Normal School at Potsdam and from Radcliffe College. She received her Master of Arts degree from Union University and, in 1929, the honorary Doctor of Laws degree from Russell Sage College, the first conferred by that institution. She also has honorary degrees from New York State College for Teachers and from Middlebury College. She was a member of the original committee that sponsored the founding of Middlebury College. From 1892 to 1901 she was preceptress of Plattsburg State Normal School. Miss Kellas is vice-president of the board of trustees of Emma Willard School.

Rensselaer County has given New York State two Governors—William Learned Marcy and Frank S. Black. Marcy, admitted to the bar in 1811, practiced law in Troy; served in the War of 1812; was Troy's first recorder in 1816; and became Adjutant-General of the State in 1821. He served also as State Comptroller, Justice of the Supreme Court and United States Senator. He was elected Governor, serving three terms, 1833-39. In 1845 President Polk made him Secretary of War and, in 1853, President Pierce appointed him Secretary of War. In 1852 he was a candidate for President at the Democratic National Convention, but was eliminated by a split in the New York delegation. He died July 4, 1857. During his political career he was identified with the Albany Regency, which for a considerable period, under Martin Van Buren's leadership, controlled Democratic policies in the Nation. The State's highest peak in the Adirondacks, Mt. Marcy, has been named for him.

Governor Frank S. Black, a Republican leader in Rensselaer County, served in Congress prior to his election as Governor in 1896. In his term the present State Capitol at Albany was completed. He died March 21, 1913.

Lawyers are bound up in all phases of Rensselaer County's history. Nathan Williams, Troy's first postmaster, 1796-97, resigned to become a Supreme Court Justice. John Woodworth, the second

postmaster, was a surrogate, member of the State Assembly, State Attorney-General and, in 1819, became a Supreme Court Justice. Herman Knickerbacker, born at Schaghticoke, and referred to as the "Prince of Schaghticoke," was a member of Congress in Madison's administration, later Rensselaer County judge.

Others in public service include David L. Seymour, Assemblyman, in 1835; afterward member of Congress and district attorney; Charles E. Patterson, Speaker of the Assembly, 1882-83; Wesley O. Howard, elected to the Supreme Court bench in 1902. George Van Santvoord, member of the Assembly, became district attorney in 1859; his son, Seymour Van Santvoord, was appointed a Public Service Commissioner by Governor Sulzer and previously was counsel to Governor Dix. Gilbert Robertson, Jr., served as police justice, recorder, county judge (1852-60), Assessor of United States Internal Revenue, and postmaster of Troy, 1874-86. Martin I. Townsend was a district attorney, Regent of the State University; Federal District Attorney and, in 1884, placed the name of Chester A. Arthur in nomination for the Presidency.

Townsend, in 1848, began a political movement which many believed led to the formation of the Republican party. He and two other Trojans began the Free Soil movement, which after splitting the Whigs became the Republican party. He was a Republican candidate for Attorney-General, in 1866, but defeated, due to Tammany Hall influence. In 1872, at the Republican convention in Philadelphia, he cast the State's votes for Ulysses S. Grant.

Pierce H. Russell, Supreme Court Justice, was admitted to the bar in 1903, was assistant corporation counsel from 1905 to 1911, and became county judge in 1915. Harry E. Clinton, mayor of Troy from 1922 to 1925, was elected county judge in 1940.

Edward Murphy, Jr., of Troy, was elected United States Senator in 1893.

Lansingburgh gave the county its first newspaper, the "Northern Centinel and Lansingburgh Advertiser," a weekly, issued May 21, 1787. Others followed, including the "Federal Herald," "American Spy" and the "Northern Budget." The latter, founded June 30, 1797, has the longest existence of any weekly or semi-weekly newspaper in the county, now known as the "Troy Sunday Budget Observer."

Troy's first newspaper was the "Recorder," in 1791, followed by the "Farmer's Oracle," 1796, and the "Gazette," 1802. Early papers included the "Nassau Gazette," 1850; "Lutheran Herald," West

Sand Lake, 1844; Greenbush "Guardian," 1856. Others are the Schaghticoke "Sun" (1894) and Hoosick Falls "Standard Press" (1873). The Troy "Times" was established in 1851 by John M. Francis. Its support of the Civil War draft aroused violence from an anti-draft mob and the plant was wrecked. Mr. Francis was appointed Minister to Greece by President Grant and later was Ambassador to Austria-Hungary. His son, Colonel Charles S. Francis, served in the same diplomatic posts thirty years afterward. John M. Francis, son of Charles S. Francis, and William H. Anderson continued the "Times" until its purchase and merger with the "Troy Evening Record." It was then issued as the "Troy Times-Record," an evening publication, the Record Newspapers also operating the "Morning Record" (1896), the county's only dailies. At Rensselaer is published the "Rensselaer County Review" (1936), a weekly.

It is a literary tradition that Herman Melville, author of "Moby Dick" and other famous stories, was a resident of Lansingburgh and a teacher in Greenbush. Of special note also was the initial publication of the Rev. Dr. Clement C. Moore's verses, "Account of a Visit from St. Nicholas," the Nation's famous Christmas poem. It was published December 23, 1823, in the "Troy Sentinel" for the first time. The verses were sent to the editor, Orville Holley, by Harriet Butler, daughter of the Rev. David Butler, rector of St. Paul's Episcopal Church, Troy. Miss Butler had visited at the home of Dr. Moore, in New York City. He was professor of Greek and Oriental literature at General Theological Seminary and had written the verses just before Christmas, 1822, for the entertainment of his daughters Margaret (seven) and Charity (six). Miss Butler obtained a copy of the verses and sent them to the "Sentinel" anonymously. The editor placed the poem on page three, accompanied by this appreciative note:

"We know not to whom we are indebted for the following description of that unwearied patron of music—that homely and delightful personage of parental kindness, Santa Clause, his costume and his equipage, as he goes about visiting the firesides of this happy land laden with Christmas bounties. But from whomsoever it may come, we give thanks for it. . . . We hope our little patrons, both lads and lasses, will accept it as proof of our unfeigned good will toward them . . . and that they may never part with that simplicity of character which is their own fairest ornament, and

for the sake of which they have been pronounced by authority which none can gainsay, the types of such shall inherit the Kingdom of heaven."

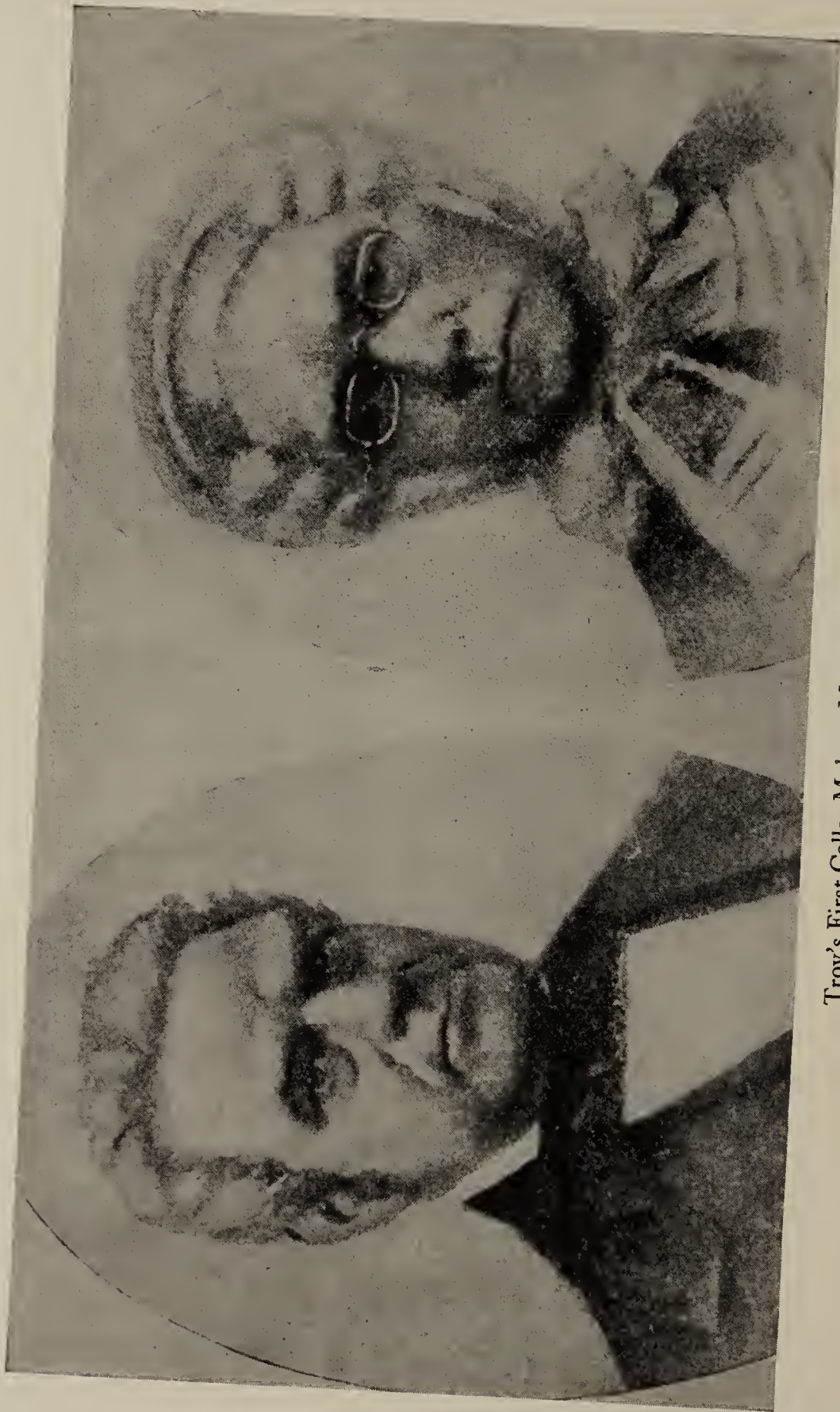
Every year as the season arrives, "The Night Before Christmas" is printed and recited throughout the land.

Troy has long enjoyed prestige as a musical center, aided by its noted Music Hall, established after the Civil War by the Troy Savings Bank, which used accumulated assets and unexpended earnings to provide this community asset. The massive granite structure was begun July 8, 1871 and completed in the spring of 1875, the bank occupying a part of the building. The auditorium seats 1,250. Troy's Vocal Society is justly noted.

It is also memorable that in Troy was first dramatized Harriet Beecher Stowe's novel, "Uncle Tom's Cabin." The first of many thousands of performances in practically every city and hamlet in the country was on the stage of Peale's Troy Museum, River and Fulton streets, on September 27, 1852. George C. Howard, manager of Peale's, prevailed upon his nephew, George Aiken, to dramatize the book as a means of displaying the dramatic talent of his daughter, Cordelia Howard, then four years old. Cordelia became the first "Little Eva." Her mother was the first "Topsy"; George C. Howard was "St. Clair"; Mrs. Howard's aunt, Mrs. Emily Fox, "Aunt Ophelia." Frank Aiken played "Uncle Tom" and John Davis was the first "Simon Legree." The production won an immediate success. Cordelia Howard played "Little Eva" for several years, appearing before President Lincoln at Washington during an engagement there. She died August 10, 1941, aged ninety-four, at Belmont, Massachusetts. (Consult Chapter XXIII.)

A local tradition credits Troy with initiating the nickname "cop" for policemen, said to have been coined when Amasa J. Kop, in 1851, was made chief of Troy's first night police force. Kop became a widely known figure for his strict enforcement methods.

Importance of obtaining transportation links with New England was early stressed. A turnpike was opened in 1793 from Albany to Northampton, Massachusetts, through Troy, Berlin and Williamstown, going over Hoosac Mountain. The Erie Canal project stirred similar enterprises elsewhere and a canal was surveyed in 1825 by direction of the Massachusetts Legislature to cross the Berkshires. This was found to be a hopeless prospect. When railroading was born, the idea of tunnelling through the Hoosac Mountain was taken



Troy's First Collar Makers, Mr. and Mrs. Montague

up in earnest. The Greenfield & Hoosick Tunnel Railroad was organized in 1848, to go from Troy to the Massachusetts State Line, but stock subscriptions were difficult to obtain. Work began on the tunnel route in 1854, when Massachusetts Legislature lent two million dollars for this purpose. The railroad was built from both sides to the mountain, which is near North Adams, Massachusetts, and stagecoaches were used to get over the summit until the tunnel bore was finally completed in 1873. The tunnel, 4.75 miles long, cut through solid rock, remains one of the great engineering feats in America. Its total cost was about twenty millions of dollars. It is now electrified.

Troy Union Railroad, providing track connections with railroads entering the city, unified the transportation system and proved of great benefit industrially. A huge car-building industry was carried on for many years by Gilbert Car Works, which moved to Green Island, where eventually the plant was destroyed by fire.

The collar industry takes its growth from Hannah Lord Montague's invention, in 1827, of the detachable shirt collar, first marketed by the Rev. Ebenezer Brown, a retired Methodist minister. While separated collars have declined, shirt manufacture still constitutes Troy's largest industry. Cluett, Peabody & Company originated in 1863, when George B. Cluett, a clerk in the firm of Maullin & Blanchard, established a company which took the name George B. Cluett & Company. Members were George B., J. W. A., and Robert Cluett.

The company, which took its present name in 1898, introduced the "Arrow Collar" man to the American public in 1907. C. R. Palmer is president. The Sanforizing process of pre-shrinking shirt and collar cloth was invented in Troy by Sanford Lockwood Cluett, son of Edmund and Mary Cluett, for whom it is named. Sanford Cluett, civil engineer, inventor and manufacturer, was formerly with the Walter A. Wood Mowing & Reaping Machine Company, becoming a director of Cluett, Peabody & Company in 1920. The collar and shirt industry in Rensselaer County employs more than five thousand persons.

E. Harold Cluett, son of George B. and Amanda Cluett, was born in Troy and graduated from Albany Academy and Williams College. He became treasurer of Cluett, Peabody & Company in 1900, later vice-president and, in 1929, chairman of the board. He resigned to enter politics and has served as a Representative in Con-

gress from the Twenty-ninth District since 1937. He was a presidential elector for Taft and Hughes.

Troy has a long list of inventions to its credit, among which are the nail and spike machine devised by Henry Burden, a Scotchman, who began his career there in 1822; the cook-stove, invented by Philo Penfield Stewart in 1836; Burden's hook-headed railroad spikes; ironing machine, by Thomas W. Wile, 1873; wall-paper printing-press, by William Orr, who is also reputed to have made the first printing paper containing wood, in 1854, using one-fourth wood fibre and three-fourths rags; waffle iron by Cornelius Swartwout, in 1869; ice cream scoop, by J. C. Ross, 1895; air spring for automobile cushions, by Robert Read. The design of the Boy Scout uniform is credited to Charles M. Connally, of Troy.

As an iron center the city has been famed for over a century. Brinckerhoff's nail factory was established on the Wynant Kill in 1807. Burden, in 1851, constructed a huge overshot water-wheel sixty feet in diameter and twenty-two feet wide to furnish power for the Troy Iron & Nail Factory. The ruined wheel was removed a few years ago. Near the site is a monastery for Franciscan monks. Burden Iron Company, successor to the pioneer concern, made horseshoes by the millions and it was said the Union Army in the Civil War rode to victory on them.

The stove industry, of which Stewart's "Oberlin" was a pioneer, reached huge proportions. The Meneely bell making industry dates from Andrew Meneely, of 1826. More than fifty thousand bells have been sent over the world. Pig iron was first successfully converted into wrought iron in 1839 by a concentric squeezer invented there. In 1863 Troy Steel & Iron Company, subsidiary of Bessemer Steel Works, first used the Bessemer process for conversion of pig iron into steel. Iron ore from Lake Champlain region and Columbia County was used. Introduction of the crucible process and other conditions led to the transfer of the industry to localities near the coal fields. The Hudson Valley Fuel Products Corporation, which produces gas for a large part of the Capital Region, uses a part of the site of the early Troy iron industry. Republic Steel Corporation, in 1940, acquired the former Burden Iron Works plant and reopened a blast furnace, using ore from Port Henry and Chateaugay areas of the Adirondacks. The establishment of these operations, it is believed, will be the forerunner of much future development of the steel industry in this region. The furnace, leased from Hudson Valley Fuel, has an annual capacity of one hundred fifty thousand tons.



Building at No. 139 Third Street, Troy, Where Detachable Shirt Collars Were First Made,
Probably Before 1827

Among other prominent Troy industries are the Ludlow Valve Company, maker of valves and hydrants; W. & L. E. Gurley, makers of engineering instruments; Titus Eddy & Company, makers of a special ink used for printing government bonds; J. A. Manning Paper Company; Marshall-Eclipse Division, Bendix Aviation Corporation, makers of brake linings and other materials.

The city of Troy annexed Lansingburgh in 1901. In 1939 there were 205 industrial plants employing 12,495 workers, whose wages totaled \$12,016,000. Value of manufactured output was \$61,176,000. The city's population in 1940 was 70,304. Retail sales by the 1,265 stores in 1939 totaled \$34,065,000. It has seventy-one churches.

Troy was identified with the first professional baseball league in the country, the Troy Haymakers being members of the National Association formed in 1871 with ten teams. Out of this came the National League in 1876. Six Haymakers formed the nucleus of the New York "Giants," so called because they were tall of stature. "Haymaker" has become a term familiar to baseball fans. John Evers, of modern baseball fame, was a native Trojan, of late years a merchant in Albany. John J. Morrissey, of Troy, had a unique career as world's heavyweight boxing champion; operator of the famous Casino at Saratoga race track and a member of Congress and of the State Senate.

The city has an exceptionally good water supply from the Tomhannock, Martin Dunham and Grafton reservoirs. Tomhannock has a capacity of twenty-one billion gallons of water. Excellent medical facilities are furnished by Troy (1851), Leonard (1893), Samaritan (1896) and St. Joseph's (1908) hospitals. In 1919 the Pawling Sanatorium was opened. Marshall Sanitarium was established in 1861. Among other institutions are LaSalle Institute, a Christian Brothers military high school dating from 1847, and St. Joseph's Seminary, 1856. Troy Orphan Asylum dates from 1835. One of the most modern police schools is that conducted annually at Troy by the New York State Police. Troy Public Library has more than seventy-seven thousand volumes. The main library is housed in a fine building of Renaissance architecture. Troy Airport, operated by the city since 1936, occupies 250 acres and is well equipped. It is popular among private fliers and as a training center. Thirty planes can be housed.

During the past decade there have been made street improvements, including the elimination of trolley cars and substitution of

buses in 1935; a park and recreational program. Frear Park is a favorite recreation center, gift to the city by the merchant William H. Frear. The new Troy-Menands lift bridge, 1933, which has relieved traffic congestion on the Congress Street Bridge, was actively sought by the late Mayor Cornelius F. Burns.

Banks include the Troy Savings Bank, 1823, oldest bank in the county; Union National Bank, 1851; National City Bank; and the Manufacturers Trust Company, formed in 1941 by the merger of the Manufacturers' National (1865) and the Troy Trust Company (1901). The National City, by merger in 1930, acquired the United National Bank, whose predecessors were the Farmers' Bank (1801) and the Bank of Troy (1811), the latter two having merged to form the United National Bank in 1865.

Among Troy-made products are handkerchiefs, hardware, saddlery, hospital supplies, hydrants, iron, knit goods, ladders, mattresses, neckties, paint, pajamas, paper, phenol, printing, rail joints, sandpaper, shirts, soap, sportswear, auto and bed springs, structural steel, store fronts, surveying instruments, sweaters, underwear, uniforms, valves, varnish, wire goods, yarn, agricultural implements, airplane parts, awnings, baking powder, bath salts, bells, brushes, brooms, castings, chemicals, collars, rye flour, coke, engineering instruments, fences, envelopes.

In 1940 the city listed fifteen public schools, three high schools, a junior high school, and twelve parochial schools, with total enrollment of more than seventeen thousand students. There are ten parks totaling three hundred acres. The railroads directly serving the city include the Boston & Maine, New York Central and the Delaware & Hudson, the Rutland using the B. & M. tracks to enter the city. Through the New York Central there are connections with the Boston & Albany and the West Shore. There are seventy-one churches.

The city has over thirty-one thousand homes, and large suburban residential areas. The two hotels, Hendrick Hudson and Hotel Troy, were built with funds raised by citizens, with the aid of the chamber of commerce, and are operated under the American Hotel Company management. Young Women's Christian Association and Young Men's Christian Association are among the community institutions.

There are two radio stations: WHAZ, operated by Rensselaer Polytechnic Institute, oldest and largest college broadcasting station; and WTRY, 980 kilocycles, a blue network station of the National

Broadcasting Company. Eight theatres seat 10,000 persons. Oldest congregation in the city is the First Presbyterian Church (1791), whose edifice, in Doric style, was erected in 1836. St. Paul's Episcopal (1827) is the oldest church structure.

Rensselaer County has a modern highway system of which it may be proud. There are 626 miles of modern concrete and macadam road in the county. Agriculturally, the county is important, formerly having been a leading flax raiser. Rye also has been an outstanding crop. With the growth of the cities, some farm areas have turned to dairy and market gardening products. The county is the only one in the State having two agricultural fairs. These are at Schaghticoke (established in 1921) and at Nassau. The modern courthouse was erected in 1898, enlarged in 1915. The new county jail was built in 1911.

Rensselaer, the second city in the county, was incorporated in 1897. It included the former villages of Bath, where a mineral spring was located, East Albany and Greenbush. The village of Greenbush was purchased and laid out in 1806 as Aiken Mile Square. During the War of 1812 it contained about sixty houses. Its development became rapid when the Boston & Albany and Hudson River railroads were constructed, for which it was the terminus until bridges were built over the Hudson. Early terminal buildings and evidences of the ferry slips by which passengers and goods were carried across the river are still to be seen. The city has large track yards, round-house and division shops of the New York Central Railroad. The Rensselaer County Bank & Trust Company was founded in 1906.

The city has ten churches, a modern public school system. Among the institutions are St. John's Academy and St. John's Orphan Asylum. Fort Crailo, a State museum—the famous “Yankee Doodle House”—is on Riverside Avenue. Highway traffic has benefited by the construction of the Albany-Rensselaer Bridge (1933) and the widening of the Columbia Turnpike (1941). Rensselaer is a part of the Albany Port District and has a large deepwater lumber terminal. Industries include the General Aniline, Bayer Aspirin, and Winthrop Chemical companies; F. C. Huyck & Sons, makers of Kenwood woolen woven products; shirt and textile plants, and a large oil terminal development. In 1912 the Order of St. Francis purchased the William P. Van Rensselaer manor house (1840) and established a monastery and training school. The city's 1940 population was 10,768. Mrs. Katherine B. Sanderson, city treasurer for twenty-five years, retired in 1941.

Hoosick Falls, population 4,279, is named after the falls in the Hoosick River. Peoples-First National Bank was founded in 1880. The Wood Flong Corporation, in 1915, pioneered the making of dry matrices in the United States, which has greatly advanced the production of newspapers. The company located at Hoosick Falls in 1928. Hoosac School, a boys' preparatory school at Hoosick, was founded



Troy Hospital

in 1889. Walter A. Wood agricultural machinery company was long prominent. Insulators and paper mill machinery are among the Hoosick Falls industries, and its organizations include Noble & Wood, Lovejoy Patent Specialty Company, Colaster Company, Estellite Company, and Specialty Insulation Manufacturing Company.

Making of bronze bearings was begun late in 1941 by the White Cast Alloy Company, subsidiary of the White Flomatic Corporation, in the former Stevens and Thompson paper mill, North Hoosick.

The county is identified with two Presidents. At Poestenkill is the church where President James A. Garfield preached when a student at Williams College. In Schaghticoke township is the school

where Chester A. Arthur taught. Arthur succeeded the martyred Garfield in the Presidency.

Berlin, settled in 1770 by Daniel Hull, is in a dairying and summer resort section. Seagroatt Nurseries raise millions of roses and lilies yearly. W. J. Cowee, Inc., and Berlin Novelty Company make confectioners' sticks and widely known wood novelties. Arthur Cowee established gladiolus fields at Berlin about 1897. Godfrey Brimmer built a log cabin in the township in 1765.

Brunswick for two hundred years had a Prussian blue dye industry, terminated by World War I, when potash supplies from Germany were cut off. Grafton, in the mountains, is a popular summer cottage section. There are nineteen lakes in the town. Here the Troy Times Fresh Air Home is located.

East Greenbush township has become a suburban residential and farm region, with a handsome central school and parklike estate developments. The Hamilton Printing Company is a book publishing concern. "Citizen" Edmond Charles Genêt, French minister to the United States following the Revolution, is buried in the rear of the East Greenbush Reformed Church. He married the daughter of Governor George Clinton and lived in Prospect Heights, a residence generally identified as the O. S. Simmons house. On Route 9J, along the Hudson River, are early Dutch homes, one of which is the Jan Bris house, dating from 1723. Three miles south of Albany is the ancient Staats house, bearing the initials "J. and P. E." and the date "1630." It was an original trading house and was acquired by Dr. Abraham Staats about 1642.

John A. Griswold was born at Nassau and General Wool lived there in retirement. Nassau Lake is a popular summer resort. Brainard is named for David Brainerd, missionary to the Stockbridge Indians. There was a toll bridge in 1800 at Budd's Tavern. Transylvania Institute was established there about 1838 as a "boarding school for ladies and gentlemen," and continued for over thirty years. Jonathan Hoag was the first town supervisor in 1806. Hoag's Corners Hotel was a gathering place of the anti-renters. Kosegarten Brothers piano action factory operated from 1899 to 1929 at Nassau.

Valley Falls and Schaghticoke on the Hoosick River were early centers of industry. A huge powder plant was located there for over a century. Established in 1815, the plant, operated by Hercules Powder Company, was destroyed in an explosion in 1928, with four fatalities. James Thompson Company provides employment in the manufacture of hemp twines, mosquito netting, shopping bags and

other articles. Governor Marcy once taught school at Sand Lake. Glass Lake was the scene of glass making from 1806 down to 1853. Faith Mills are at Averill Park. Burden Lake has a large summer colony.

Charles Van Benthuyzen, Albany printer, built a paper mill at Castleton in 1858, from which has developed the Fort Orange Paper Company, specializing in paper box manufacture and printing. Of recent development is the Anti-Corrosive Metal Products Corporation, which has had a rapid growth. Castle Hill was the site of an Indian village. Anthony Ten Eyck, first Rensselaer County judge, came from the town of Schodack. Incorporated in 1827, Castleton had a population of 1,515 in 1940. The A. H. Smith Memorial Bridge of the New York Central Railroad makes a crossing high above the Hudson just south of the village. The Castleton National Exchange Bank dates from 1901.

Stephentown, named for the last patroon, was settled by New Englanders from Rhode Island and Connecticut after the Revolution. The town was formed in 1784. John Wylie, from Connecticut, was the first supervisor. The region is mountainous and had early grist-mills, charcoal burning and chairmaking industries. Some charcoal burning is still done. The village of Garfield is named for the former President.

The town of Pittstown has the distinction of having been named by King George III when he granted a land patent to John R. Bleecker, Isaac Sawyer and Abraham Lansing. The British monarch chose for it the name of his famous minister, William Pitt. The present town was set up in 1788. At Johnsonville, October 27, 1811, was born Isaac Merritt Singer, who at Boston forty years later, invented the sewing machine.

CHAPTER XXVI

Columbia County

Hudson's Anchorage, 1609—The Pioneers, Van Hoesan, Staats, Clow—The Van Rensselaer and Livingston Manors Founded—Settlement by the Palatines—King's Highway, 1714—Arrival of Nantucket Whalers, 1783—The "Proprietors" Found Hudson, Third City in State, 1785—First Ship Launched—Whaling, Sealing, Ropemaking—Industry Damaged by War of 1812—County Formed April 4, 1786, Claverack First County Seat, Moved to Hudson, 1805—Schools—Banks—Newspapers—Hospital—Water Supply—Martin Van Buren, Samuel J. Tilden and Other Notable Men—Shaker Colony of Mt. Lebanon—Towns of the County—Agricultural Growth.

Wealthy from an historical viewpoint is Columbia County, whose fertile fields impelled Henry Hudson to write, in 1609: "The land is the finest for cultivation that I ever set foot upon."

From the county's earliest days, when inhabitants faced incursions by marauding Indian hordes, to the present age of manufacture, fine fruit raising and agricultural industry, the history of Columbia County has been a proud one. The county is bounded on the west by the Hudson River, on the north by Rensselaer County, east by Massachusetts, and south by Dutchess County. Principal tributaries of the Hudson within the county are the Kinderhook, Roeloff Jansen, Wyomanock, and Claverack creeks. Kinderhook and Claverack creeks unite to form Stockport Creek. There are several fine lakes, including Kinderhook, Queechy, Charlotte and Copake lakes. The picturesque Taghkanic Ridge traverses the eastern boundary in the north-south direction. The population of the county in 1940 was 41,464, and its area 644 square miles. It has a frontage on the Hudson of $29\frac{3}{8}$ miles.

The anchorage of Henry Hudson near the site of Hudson on September 16, 1609, in the "Half Moon," forms the beginning point of the county's history. Hudson was invited ashore by Indians who

came out to his ship and, after surveying the lush fields, tasting excellent spring water and dining with his aboriginal hosts, he extended his verbal bouquet on the fertility of the soil. The Indians were Mahikans or River Indians, whose friendship with the white settlers was infrequently violated. Their chief village or council seat was at Schodack Landing—originally “Esquitak,” meaning “fireplace of the



Present (Fifth) Columbia County Court House, Erected in 1907, Hudson

nation.” They had a village on Beeren or Mahikan Island; one about three miles from Claverack and strongholds at Castleton and Greenbush. Strife existed for some years between the Mahikans and Mohawks and, in 1664, during an outbreak, savages burned the home of Major Abraham Staats, at Stockport, killing the tenant and carrying off his wife. The house now standing on the site was built, in part, a few years after the massacre.

Staats, who was a surgeon and trader at Fort Orange, appears to have preceded as a landowner in the county Jan Frans Van

Hoesan, who bought land from the Indians near Claverack Landing (Hudson) in 1662. Another pioneer about whom increasing attention centers was Frans Pieter Clow, who had a sawmill on Light House Creek, near Stuyvesant Landing, at a very early date. Clow's name is also spelled Clauver, Clough and Klaver. A Hollander, he came to this region from Brazil, when the Portuguese were driving the Dutch out of that country about 1640 or earlier. It is possible his name gave to the locality the name Klaver-rack, or "Klaver's reach," although traditionally it was derived from clover fields in the vicinity. The county's earliest settlers were principally from Holland, and it is recorded that as they examined the fertile lands and woods they exclaimed that they had found deer "as fat as any Holland deer could be."

There were two manors in the county. The Van Rensselaer lower manor—as distinguished from the large manor of Rensselaerwyck spreading across Albany and Rensselaer counties—was acquired in 1649, extending from Stockport Creek to the outlet of Roeloff Jansen's Creek and twenty-four miles back into the woods. In the lower manor were one hundred and seventy thousand acres. The estate was left to Hendrick Van Rensselaer, brother of the patroon, in 1704, and was set up subsequently as a manor by Johannes Van Rensselaer. A manor house was built at Claverack in 1685, which served as a residence, office for collecting rents and as a courthouse for the manor. The building still stands. In 1772 the manor became a district of Albany County and, in 1784, was divided among heirs of the patroon, the land being sold.

A church was erected at Claverack about 1726, having twenty-six pews, it is said, twenty of which were for women and six for men. Johannes Van Rensselaer gave a tract of land to the Dutch Reformed Church of Claverack, on which a new edifice was dedicated in 1767. The pulpit was supplied by clergymen from Albany at first. From 1756 to 1770 the Rev. Johannes Casparus Fryenmoet was pastor; succeeded in 1776 by the Rev. John Gabriel Gebhard, who served fifty years.

The Livingston Manor, dating from 1686, when Robert Livingston, clerk of Albany, obtained a patent from Governor Dongan, comprised the southern part of the present county, beginning at the outlet of Roeloff Jansen Creek, and also extending east to the Taghkanic range. The original manor house, near Linlithgo station, remained until 1799, when it was taken down. Oak Hill was built by John Livingston, fourth son of the last lord, who also gave the site of a

church at Linlithgo. Teviotdale was erected by Walter Livingston, son of the last lord, prior to the Revolution. The Hermitage, also in this vicinity, was built by Colonel Peter R. Livingston, eldest son of Robert, third lord of the manor, just before the Revolution. It was not completed. In 1930 a second story was added. The Clermont mansion was burned by General Vaughan in the Revolution. In 1792 Livingston Manor was divided, four heirs receiving twenty-eight thousand acres each and Robert T. Livingston receiving the manor house. The manor contained 160,240 acres, including nearly all of the present towns of Clermont, Germantown, Livingston, Gallatin, Taghkanic and Copake.

Clermont was a subdivision of the Livingston Manor, called the lower manor, as it was at the southernmost part of the region. The Van Rensselaer lower manor adjoined the main Livingston Manor on the north. The area about Kinderhook and Valatie, patented to Dutch settlers about 1640, escaped the manorial fee system. Settlement of Livingston Manor was desultory until the arrival of the Palatines, sent over by Queen Anne of England. These thrifty, hard-working people, who had fled from the Lower Palatinate in Germany due to French persecution, were settled on the manor in 1710. A census of the following spring showed 1,178 Palatines living on the six thousand-acre tract acquired from Livingston by Governor Hunter to house the refugees. Several villages grew up in the vicinity of Germantown.

The county still retains a high percentage of descendants of pioneer families, typified in the surnames found in the various communities. Among them are the Van Alens, Van Alstynes, Rockefellers, Huycks, Van Deusens, Witbecks, Stovers, Ten Broecks and Hallenbecks. Van Hoesan is also spelled Van Hoesen.

In the northeastern section many Scotch and English settled in pre-Revolutionary times. Settlement in the town of New Lebanon was begun by James Hitchcock, a British Army captain. Suffering from a malady that baffled physicians, he was taken to the Lebanon Springs by Indians in 1756. He was benefited and returned in 1771 to develop the mineral qualities of the water. The first hotel was erected soon after and in the early nineteenth century Lebanon Springs was a famed resort. The water, found at one thousand two hundred feet above tidewater, has a year around temperature of seventy-three degrees Fahrenheit. Columbia Hall, a famous inn built in 1794, was torn down in 1927.

Important pioneering was done in agriculture. Robert Livingston, third lord of the manor, sent a barrel of Newtown Pippin apples to England in 1767 and was besieged for more of them. Merino sheep were introduced about 1800 by Chancellor Robert R. Livingston. The county today is famed for its orchards and cattle raising.

A Reformed Church was in existence at Kinderhook between 1677 and 1700, it is believed, attended by farm families in the vicinity. The Reformed Church of Germantown had its beginnings in an order granted in 1721 by Governor Hunter permitting Robert Livingston to make collections for building a church on his manor and to call a Reformed minister from Holland. The Rev. John F. Hager was an early minister to the Palatines. Schools were connected with the early churches.

Before 1714 the King's Highway had been opened from Oak Kill on the Hudson River eastward to Taghkanic. The first road to traverse the county from north to south was the old Post Road from Albany to New York City, through Kinderhook, Claverack and Livingston, on which mail service by post-rider was instituted in 1772.

CITY OF HUDSON

There was drama in the spring of 1783 with the arrival of four New Englanders at Claverack Landing, present city of Hudson. None of the country's industries suffered more acutely from British depredations in the Revolution than the whale fisheries of Nantucket and adjacent points. Deciding to seek a new and less exposed location for their community, a group of Nantucket whalers appointed a committee in 1783. The committee of four reached Claverack Landing after a search along the river. The naturally deep water, fertility of the soil and the beauty of the setting appealed to them. They had \$100,000 with them with which to found the community. They bought three parcels of land, a store and a wharf and returned to New England for their families. Seth and Thomas Jenkins were members of the original committee.

The following spring others arrived, transporting their families by ship. The Proprietors' Association was formed, to consist of not more than thirty members, all of whom should be merchants "or concerned in navigating the deep." On May 14, 1784, the Proprietors held their first meeting at the home of Seth Jenkins. Two weeks later they directed a group of men "to dig on the hill in the direction of Main Street in order to open a way to the river." Thus began

municipal planning in the community. A market house was built with Daniel Paddock as superintendent. Seafaring people from Newport, Providence and Martha's Vineyard attracted to the settlement swelled its growth. Most of the settlers were Quakers and,



Episcopal Church, Hudson

possessed of comfortable fortunes, they rapidly expanded their village.

The Proprietors voted, September 8, 1784, to erect a combination meetinghouse and schoolhouse at Union Street near Third Street. The name of "Hudson" was chosen November 14, 1784. Incorporation as a city was obtained April 22, 1785, from the Legislature, then sitting in New York City. Seth Jenkins was appointed the first mayor by Governor George Clinton. Hudson became the

third city in the State, Albany and New York being the others. The Mayor's Court, with jurisdiction equivalent to a Court of Common Pleas, was established by the charter.

First newspaper in the county, the Hudson "Gazette," had its advent April 7, 1785. The publishers, Charles R. Webster and Ashbel Stoddard, had been apprentices together in a Hartford, Connecticut printing office. The first issue of the paper carried news of the jailing at Albany of two men arrested for the slaying of J. M. V. Wagoner, who had been beaten to death and robbed at his home in Livingston Manor.

Launching of a three hundred-ton vessel, the "Hudson," from yards at the foot of State Street, owned by Titus Morgan, was another event of the year. Shipbuilding long played an important part in the life of the city, along with such allied industries as sail-making, ropemaking, blacksmithing and painting. The Proprietors increased the number of their ships until, in 1786, they had a home-owned fleet of twenty-five vessels—a larger number than were owned in New York City.

Hudson had its first circus in August, 1786, advertised in the "Gazette" as "a circus on the green." The circus featured among other attractions two horses which at the word of their trainer "would lay down and groan." Admission was three shillings, and ladies and gentlemen who took advantage of the treat were "beseeched not to bring any dogs to the performance."

Early industries of the community included flour and gristmills, tanning and cordage. Hemlock bark was brought from the Catskills and Helderbergs for the tanneries and oak bark from neighboring forests. Josiah Olcott and Thomas Jenkins began the cordage industry in 1785. They turned out railroad ropes, with the lengths often running a mile and half, requiring the efforts of two hundred men to carry one of them. The same year extensive oil and candle works were established in the city and a distillery operated by Benjamin Faulkins, an Englishman, began making "Hudson brew."

The city hall was erected in 1786 on the southwest corner of Warren and Fourth streets, but the interior was not finished until Hudson became the county seat in 1805. In 1797 the city entered the competition for designation as the State Capital, in which Poughkeepsie, Kingston, New York and Albany were contenders. The choice fell to Albany by a small margin. In 1798 the city of Hudson changed the currency from pounds, shillings and pence to dollars and cents.

Hudson Lodge, No. 7, Free and Accepted Masons, celebrated its one hundred fifty-fifth anniversary in 1942.

Columbia County was erected by the Legislature, April 4, 1786, when it was separated from Albany County. Claverack was named the first county seat, and held this distinction until Hudson was designated in 1805. The first meeting of the board of supervisors was in the home of Gabriel Esselstyne in Claverack. Kiliaen K. Van Rensselaer was the first surrogate. The first sheriff, Philip J. Livingston, was appointed in 1772. Lawrence Hogeboom became sheriff under the new Act. The first judge was Peter Van Ness and associate judges were Peter Sylvester, Peter R. Livingston, Henry I. Van Rensselaer and William B. Whiting. Robert Yates, Chief Justice of the Supreme Court of Judicature of the State presided at the first session of the Court of Oyer and Terminer, March 25, 1788. The first courthouse was erected at a cost of nine thousand dollars. Walter Vrooman Wemple, the first county clerk, held office from 1786 until his death in 1798.

In 1790, when the first complete census was taken, the county boasted 27,732 inhabitants. Hudson city had a population of 2,584. The first Assemblymen from the county were John Livingston, William Powers and Peter Sylvester.

Baptist Church congregations were in existence at New Lebanon and Canaan as early as 1776, while the first Methodist Church organization was recorded at Hudson in 1790.

Washington Seminary was opened at Claverack in 1777 by Domine John Gabriel Gebhard. Andrew Mayfield Carshore opened an English school in Kinderhook in 1778. Hudson Academy was organized at Hudson in 1805.

By 1793 Hudson had a United States Post Office and its first bank, the Bank of Columbia, chartered with a capital of \$160,000. That year saw Hudson's first disastrous fire, a conflagration which led to the formation of its first fire department. Destroyed in the fire was the office of the "Gazette." The value of a newspaper must have been felt, since a campaign of public subscription quickly raised enough money for the publishers to reestablish themselves. The "Gazette" continued until 1804, when it merged with the "Balance."

The extensive whale fisheries trade continued down to the War of 1812, when American shipping was subjected to raids and embargoes. In 1797 the ship "American Hero," commanded by Captain Solomon Bunker, returned from the Pacific with the largest cargo of sperm oil that had been brought into the United States. The city

also had a seal fisheries trade which employed five or six vessels on voyages to the Falkland and other islands in the South Pacific. Many of the skins were disposed of at New York, others tanned in Hudson. The leather was used extensively for shoes. In 1799 the seal fishery



St. Mary's Church, Hudson

terminated with the voyage of the "Ajax," which Captain Pinkham commanded. Reduced by the War of 1812, whalers succeeded, in 1829, in reviving the whaling trade. That year the "Alexander Mansfield" went on a nine months' voyage. But almost as quickly as it revived did the industry suspend in 1845. Seldom after that was a square rigger seen at the wharves.

The Columbia Furnace, put in blast in 1814, manufactured stoves and agricultural castings and for many years was the only foundry between Albany and New York.

The first few years of the nineteenth century saw travel growing more extensive on what was considered a fine road. Stretching from Hudson city to the Massachusetts State line, it wound from a twenty-mile length through the towns of Hudson, Greenport, Claverack, Taghkanic, Copake and Hillsdale. Chartered in 1799 as the third turnpike in New York State, it was built in 1800. Other early roads that followed in quick succession were the Rensselaer and Columbia Turnpike, the Hudson and Livingston Turnpike, the Ancram and Susquehanna Turnpike and the Chatham Turnpike.

There was excitement aplenty throughout the county in 1807, when word spread that an attempt would be made to navigate the Hudson River by the use of steam as a propelling power. Chancellor Robert R. Livingston had met Fulton in France early in 1806. On their return to this country construction was begun on the "Clermont," financed by Livingston and named for his Columbia County estate. In September, 1807, the voyage of the "Clermont" was made from New York City to Albany with a stop at Clermont.

The formative years saw intense political activity and the early newspapers were violently partisan. Typical was the "Bee," established in Hudson in 1802 by Charles Holt, who had come there at the invitation of Columbia County Republicans after he had been fined for sedition in New Haven, Connecticut. The "Bee's" sting had scarcely been felt in the county political circles when Publisher Croswell, who already was putting out the Hudson "Balance," countered with a publication called the "Wasp." History records that both "Bee" and "Wasp" "stung with personal abuse."

In 1812 Martin Van Buren, of Kinderhook, Columbia County's most distinguished son, destined to become the Nation's eighth President and the first New York-born President to enter the White House, was elected to the State Senate. He made his initial appearance in the New York political arena at Albany that November.

Hudson's common school system was established May 26, 1841. Seven years later the Hudson Iron Company was organized and its workings completed by 1851. The company owned an extensive and valuable ore bed at West Stockbridge, Massachusetts, from whence came its hematitic ore. The magnetic ore was brought from Lake Champlain. By this time the city of Hudson had new banks and already was occupying an enviable position in the financial affairs of

the State. The Bank of Hudson, chartered in 1808, had failed by 1819, and the Bank of Columbia had followed it to financial oblivion within ten years. The Hudson River Bank, however, after its chartering in 1830, became the Hudson River National Bank in 1865, with a fine building in Warren Street. The Farmers' Bank of Hudson, opened on March 1, 1839, with a paid-in capital of \$100,000, was reorganized in 1865 as the Farmers' National Bank. The First



Montgomery Smith High School, Hudson

National Bank of Hudson was organized on March 3, 1864, with capital of \$200,000, and the Hudson City Savings Institution was organized April 4, 1850.

The Hudson "Republican" was established in 1820 and the Hudson "Daily Star," first daily newspaper in Columbia County, in 1847.

The "Republican" and "Star" consolidated in 1923. The "Gazette" and the "Register," founded in 1866, were consolidated in 1931.

Columbia County's religious affiliations had continued to increase meanwhile. Presbyterian and Congregational churches had been

established in towns in the eastern section of the county, principally by settlers arriving from Massachusetts. The Universalist Society had been formed at Hudson in 1817. In 1855, at Chatham, the first recorded Roman Catholic worship in Columbia County was begun.

In 1836 the county buzzed with the idea of a railroad line connecting with Massachusetts. The far-sighted men who proposed to build it were scoffed at. Their critics pointed out that the railroad would have to climb the Taghkanic Ridge and master the Berkshires. Proponents of the railroad were undaunted, however, and construction began against what seemed well-nigh insurmountable odds. On September 26, 1838, the Berkshire & Hudson Railroad was opened between Hudson and West Stockbridge. An extension beyond West Stockbridge was begun, known as the Pittsfield & West Stockbridge Railroad. That stretch was opened in May, 1841, and in October, amid great rejoicing, the entire route was opened between Hudson and Boston. Within a few years the county saw a veritable network of rail lines. The Hudson River Railroad opened October 1, 1851, the inaugural run climaxed by a sumptuous feast at Albany's Delavan House. On the preceding June 14, when the road was opened from Hudson to Albany, children of the Hudson Orphan Asylum were guests of the road on an excursion trip.

For years Hudson's court sessions were conducted in the old remodeled city hall. In 1833 the subject of a new courthouse was considered and, within two years, the new building had been erected in Fourth Street at a cost of \$26,211. Here Smith A. Boughton and Mortimer Belding were tried for murder in 1845—an event of the anti-rent wars. This served as the courthouse until fire destroyed it in 1907. A fine modern building was completed shortly afterward.

Hudson's young manhood responded nobly when the call went out for volunteers in the beginning of the Civil War. Within three days the number of recruits exceeded the total required for one company, and others were rapidly recruited. The companies formed part of the famous 128th Regiment under command of Colonel David S. Cowles, who gave up a lucrative law practice in Hudson to join the colors.

The Hudson companies trained briefly on the Fair Grounds in the city and embarked for Baltimore on September 5, 1862. Colonel Cowles was killed in action May 27, 1863, while leading an assault upon the fortifications of Port Hudson. His body was returned to Hudson for burial.

County men served in numerous other commands, including the 91st, 159th, 14th, 44th, 48th, 93d and 150th Infantry and the 1st,

2d, 5th, 6th, 7th and 12th Cavalry regiments. In all, the county furnished 1,729 men to the war.

Hudson had its first steam fire engines in 1868 and six years later the increased water supply having rendered hand engines useless, the companies were transformed into hose and hook-and-ladder companies. For many years Hudson citizens obtained their drinking water through the facilities of the Aqueduct Company, which piped it



New York State Volunteer Firemen's Home, Hudson

from the Ten Broeck Spring on the Heermance Farm. In 1874, when a more adequate supply was deemed necessary, the city began taking its supply from the Hudson River, the water passing through filtration processes.

In 1903 the city decided to take its water from Taghkanic Creek and a reservoir and settling basin at Churchtown. The system delivers water by gravity from a distance of twelve and a half miles. The Churchtown Reservoir has a capacity of more than eighty million gallons.

The city enjoyed, in 1850, its first gas lights on streets where since 1832 sperm oil lamps had been burned. The Hudson Gas Company was the first to furnish gas light. It was absorbed by the Hudson Electric Light & Power Company, in 1888, and eleven years later this company was consolidated with the Albany & Hudson Railway & Power Company.

In 1888 the Volunteer Firemen's Home Association of the State of New York voted to build a home for its members no longer able to support themselves. The spacious building, with fine well-kept grounds, was opened in Hudson in 1895.

The Hudson City Hospital was incorporated in 1887 and, in 1893, occupied a building at Washington and Fifth streets. A legacy of thirty thousand dollars by Sarah Bayley permitted the acquisition of the site on which the new building was erected in 1900.

Today the city is a thriving mercantile center with a retail trading zone of wide radius. The 1940 census credited the city with a population of 11,517. Hudson has two national banks and a trust company, besides other institutions. The banks are the Farmers' National Bank; First National Bank & Trust Company; Hudson City Savings Institution; Hudson River Trust Company and the Hudson Savings & Loan Association. It has eighteen churches, four parks and two railroads. The city has six public schools, including a senior high and a junior high school, and one parochial school. The high school was organized in 1879. The board of education was formed in 1881. Hudson Academy was suspended on the inception of the high school.

Markers call the tourists' attention to many historical points about the city, including the site of the first city hall, 1786; Central Square, where the gaol or jail was erected in 1805; Promenade Hill, earlier called Parade Hill, land granted to the public by the Proprietors in 1795; Franklin Square, now a park, but originally the site of the first two buildings erected in the modern city in 1783. The birthplace of General Worth is at 7 Union Street. Many fine residences of the early period are to be seen, including the Robert Jenkins house, used as the Daughters of the American Revolution chapter house and library, and Seth Jenkins house in Warren Street. William G. Harison was architect of the Christ Episcopal Church, built in 1854.

The New York State Training School for Girls was established in 1887, reorganized in 1904.

Hudson has long been noted for the diversity of its manufactures. Its principal products include cement, elevating and conveying machinery, knitted fabrics, leather handbags, power presses, ginger ale,

matches, felt and insulating material, sweaters, ladies' dresses, refrigerator cases, fly ribbons, potato chips, pasteboard boxes, rayon cloth and glue. In 1937 the census listed twenty-four industrial plants whose output was valued at \$2,883,084.

Modern development received an impetus in 1930 when the Union Match Company located on an industrial tract provided by the Hudson Chamber of Commerce. Present concerns include the V. & O. Press, Canada Dry Ginger Ale, Inc., American Fly Ribbon Works, Gifford-Wood Company, Hudson Garment Company, K. B. Products Corporation, Lone Star Cement Company, McCall Refrigerator Corporation, Mephisto Tool Company, Mohawk Novelty Company, Textile By-Products Corporation, Thermo Mills, Inc., Universal Atlas Cement Company, Universal Match Division, and Wei-Sack Mills, Inc. The city was long noted for Evans ale, produced by a company founded in 1786. Sales of 320 retail stores in the city in 1939 totaled \$6,731,000.

In 1937 a civic center was completed which includes the new Chancellor Livingston High School and athletic field, tennis courts, track, football and baseball fields, wading pools and park area. The Rip Van Winkle Bridge making a high level crossing to the west bank of the Hudson is a few miles south of the city.

FAMOUS COUNTY LEADERS

Through the years the city and county have been proud of the noted men they had produced. The county has given the country a President, Vice-President, Secretary of War, Secretary of State, Secretary of the Treasury and numerous other high officials.

Martin Van Buren, the country's eighth President, was born at Kinderhook, December 5, 1782, and died at his estate, Lindenwald, in that village, July 24, 1862. He has always been regarded as the county's most distinguished son. A few of its other notable men include:

Chancellor Robert R. Livingston died at Clermont in 1813.

Jacob Rutsen Van Rensselaer, born at Claverack, in 1767, became New York's Secretary of State in 1814.

Benjamin Franklin Butler, born at Kinderhook, December 15, 1795, became Attorney-General in Jackson's and Van Buren's cabinets and Acting Secretary of War, 1836-37.

Aaron Vanderpoel, born at Kinderhook in 1799, became a Representative. John P. Van Ness, born at Claverack in 1770, also was a Representative. William P. Van Ness became a Supreme Court

Justice in 1807. Cornelius P. Van Ness, born at Kinderhook, January 26, 1782, became Governor of Vermont.

John C. Spencer, born in Hudson in 1788, was Secretary of State, 1839; Secretary of War, 1841; Secretary of the Treasury, 1843.

General William J. Worth, born in 1794 in Hudson, was a hero of the Mexican War. He escaped its hardships only to die of cholera at San Antonio, Texas, May 13, 1849. He was presented with a



Hudson Hospital

sword by Congress for his part in the capture of Monterey, Vera Cruz and Mexico City.

Daniel Cady, born at Canaan in 1773, became a Representative. James Watson Webb, born at Claverack in 1802, became Minister to Brazil.

Samuel Jones Tilden, born at New Lebanon in 1814, one of the Nation's foremost attorneys, was famed as the smasher of the Tweed ring. He was Governor of New York State in 1874 and leading candidate for the Presidency in 1876.

Elias W. Leavenworth, born at Canaan in 1803, became United States Secretary of State. John Van Buren, son of the President, was born in Hudson in 1810, and was elected State Attorney-General in 1845. He was known as "Prince John."

Amos Eaton, natural scientist, who induced Stephen Van Rensselaer to found Rensselaer Polytechnic Institute, was born at Chatham.

Frederick E. Church, famed for his landscapes of Mexican and South American scenes, began building his Persian castle on Church Hill, south of Hudson, in 1871. The castle is directly opposite Catskill and overlooks the studio of Thomas Cole, who was Church's early instructor in painting. Sanford R. Gifford, who attained considerable note as a painter, was born in Saratoga County and spent his boyhood in Hudson.

Susan and Anna Warner, novelists, summered at Canaan, where they did some of their writing. Susan Warner's second novel was "Queechy," a title taken from the lake in the region, which won a great success. Henry Ary, of Hudson, was a noted painter.

Of more recent fame was Martin H. Glynn, born in Kinderhook, who became Governor following the impeachment of Governor Sulzer. Lou F. Payn, noted Republican leader, was born at Ghent.

Frederick B. Powers, of Hudson, was a noted chemist. Thomas W. Lamont, of J. P. Morgan & Company, was born at Claverack. Edna St. Vincent Millay, poet, has her home in the hills above Austerlitz.

TOWNS OF THE COUNTY

Always a thriving town was Kinderhook, whose first settlers came from Holland in 1650. The town was organized March 7, 1788, its first records being kept in Dutch. It has many places of interest, including Lindenwald, the Martin Van Buren estate. The House of History, headquarters of the Columbia County Historical Society, was built about 1810 as a residence and is of notable design. It contains many unusual and valuable objects of art and handicraft identified with the county history. St. Paul's Episcopal Church was built from plans of Richard Upjohn. The Van Alen house, of Dutch style, was built in 1737, and is associated with Irving's "Legend of Sleepy Hollow," as the home of "Katrina Van Tassel." Irving did some of his writing at Lindenwald, while acting as tutor for the children of Judge William P. Van Ness, who built the house in 1797. Van Buren bought the residence in 1841. Irving found in the kindly district school teacher a prototype for his beloved character "Ichabod Crane."

Germantown, in the southwestern part of the county, originally was part of Livingston Manor. It had a schoolhouse as early as 1711. Years ago it was widely known for the manufacture of carriages and sleighs. The Germantown Reformed Church dates from the Palatine period.

The famous dock at North Germantown from which the first shipment of apples was made to England in 1767 has been converted into a modern recreation center as a result of civic enterprise. The community is in the heart of the apple belt and for fully three-quarters of a century was a chief shipping point for apples going to market by boat.

In the winter of 1938-39 suggestions were made to the Germantown Garden Club by the Hudson River Conservation Society for improvement of river front property. Several meetings were held, as a result of which a civic group was formed, headed by Dr. H. G. Henry as president. On May 14, 1939, as a result of these efforts, the Half Moon Anchorage and Recreational Center was opened to the public. The Anchorage provides entertainment and recreation for residents and guests, including dances, boating, picnics and other diversions. It received a civic medal from the Hudson River Conservation Society in 1940 for river front betterment. Linked with the Anchorage are the Half Moon Yacht Club and Half Moon Flying Club, a seaplane base. Coast Guard Flotilla, No. 102, Northern Division, was formed in 1939. Howard H. Disbrow was president of the center in 1941, Marshall A. Davis in 1942.

Germantown and other communities in the apple-growing section share in the annual Apple Blossom Festival at Kingston.

Clermont, organized as a town in 1788, has a record of the establishment of a school that antedates the State's school system. It was established under legislative Act of March 27, 1791. Clermont was the principal village of the lower Livingston Manor. St. Luke's Episcopal Church was built in 1857. At Clermont, Chancellor Livingston had a mansion, where he lived in retirement, and pursued agricultural and scientific studies. In 1777 houses occupied by himself and his mother were burned by the British. They were both rebuilt.

Chatham, largest town in the county, was settled originally by Hollanders, who first dwelt in Kinderhook. It early became a paper producing center and railroad center. It is surrounded by a fertile farming and dairying region for which it forms a market.

It is a junction point of the New York Central, Boston & Albany and Rutland railroads. The "Chatham Courier" was established in 1862, the State Bank in 1875. Rayville is an old Quaker settlement. The Friends' Meetinghouse still stands.

In this vicinity are Old Chatham, Chatham Center, East Chatham, Valatie, Canaan, Ghent and Spencertown. Homes of the Revolutionary period are to be found in the locality. There is a notable



Half Moon Anchorage and Recreational Center, North Germantown, New York

group of farms devoted to high grade cattle raising. Malden Bridge is the scene of a summer playhouse and theatre school.

Valatie, pleasantly situated on Kinderhook Creek, was an early manufacturing center. Nathan Wild's cotton mill flourished in the early nineteenth century. It also had an early paper mill, furnace, plaster and sawmill. "Rough Notes," a weekly, has been published since 1825.

The old King's District of Albany County, formed in 1772, included Canaan, Chatham, New Lebanon and Austerlitz. Canaan was settled about 1756. Early settlers included the Douglas, Warner, Whiting, Alesworth, Baldwin and Hawley families. Queechy Lake

is a popular summer resort. The Berkshire Industrial School is in the town. In the garret of the Asa Douglas house Tories of the vicinity were confined by the patriots during the Revolution.

In 1820 John Kendall & Company's thermometer factory was established at New Lebanon. The village in its early years also had an extensive glass works. In 1848 the famous Tilden Laboratory was established by Gilbert & Tilden, who later gained added repute by issuing the "Journal of Materia Medica."

Kendall, a Yankee from Worcester, Massachusetts, invented a thermometer and moved his manufacturing plant to New Lebanon. He died in 1835. His son, John, carried on the business. Edward Kendall began the manufacture of aneroid barometers in 1859. A glass industry operated in New Lebanon for a short time in the 1870s. The Tilden Company grew out of an extract factory established in 1824. Elam Tilden was the pioneer. The laboratory produced 250 kinds of extracts. Herbs were raised on a forty-acre plot and farmers in the vicinity gathered bark, roots and herbs. The publication of the "Journal of Materia Medica" was begun in 1857 by the Tilden Company.

New Lebanon is noted for its thermal springs, which made it a fashionable spa for years. Some of the resort buildings still stand. The Lebanon Valley Garden Club, in 1941, piped mineral water from the springs to a triangular park in the village. A bronze Indian head was designed for the fountain and presented to the club by Sir Henry Kitson, sculptor, of Tyringham, Massachusetts.

Buried in a family plot in West Street, New Lebanon, is Begordius Hatch, a tall, powerfully built man who had the reputation of being "the strongest man in Washington's army." He was said to have earned the title by lifting a cannon. He enlisted in the Revolutionary War when he was sixteen, fought at Boston Heights, and narrowly escaped capture when the American Army retreated from New York City.

In the eastern part of the town along the Massachusetts border is Mt. Lebanon, old home of the Shaker colony. Their buildings still stand and attract many visitors. A private boys' school now uses a considerable part of the estate, which occupies a splendid outlook on the mountainside. Mother Ann Lee, who came to America from Manchester, England, established the sect at Niskayuna, Albany County, in 1776. Some converts were obtained during a revival in 1779 at New Lebanon and, in 1785, the first meetinghouse was erected there. The Shaker community was formally organized at New

Lebanon in 1787 and at one time had eight families, about six hundred members. The Shakers were a celibate, industrious people, living under strict discipline and developed much skill in handicrafts, seed and herb raising.

New Lebanon became the center of the Shaker ministry in 1788 under Joseph Meacham. A compact that year established communal ownership of property. Buildings were of stone and wood, the present church dating from 1824. The name was changed to Mt. Lebanon in 1861. Darrow School occupies the Church and Center Family buildings. It is named for George Darrow, Shaker convert, who lived on the site of the meetinghouse. The Mt. Lebanon colony became noted for the manufacture of chairs. Several members of the sect (1941) reside there.

A description of the colony by J. H. French in 1860 said:

"There are five hundred to six hundred persons in this community. They own about two thousand acres of land in this State, besides a considerable tract in Massachusetts. They have a large meeting house, a laboratory furnished with steam power, a gristmill, four sawmills, two machine shops, eight dwellings, and several other buildings. They are principally engaged in farming, and in preparing extracts, roots, herbs, botanic medicines and garden seeds. They also manufacture brooms, sieves and fancy baskets. About two hundred thousand pounds of medicinal articles and garden seeds are put up annually. The neatness of their grounds and premises is proverbial."

Stockport, the county's smallest town, received its name from Stockport, England. Through the town flows Claverack Creek, whose precipitous falls led to early establishment of extensive mills for cotton cloth manufacture. The town had tobacco and snuff factories in the middle of the nineteenth century. Stottville and Columbiaville have had important manufactures.

Stuyvesant, erected from Kinderhook, April 21, 1823, received its name in honor of Governor Peter Stuyvesant. Stuyvesant Landing had one of the earliest river lines, freight sloops making the trip to New York City fortnightly as early as 1820. There is much fruit growing in this region.

Greenport, formed as a town on May 13, 1837, encloses a large part of Hudson and represents an early example of the city dwellers' desire to migrate beyond the city limits. The town once was famous

for its sheep husbandry. In an era of fine wool raising, 1812 to 1820, a large and valuable flock was introduced and kept on the Wiswall Farm on Mount Merino.

Site of an early iron mine is Hillsdale, the town that adjoins the Massachusetts border, and was organized as a town March 7, 1788. At North Hillsdale one day in 1854, Rutsen Hunt, a farmer, was drawing stones across a field when the wheels of his wagon cut deeply into the soft ground and turned up a curious, brownish-hued earth. Analysis disclosed it was an excellent quality of hematite ore. The farm became the site of the North Hillsdale iron mine and later a fine type of mineral paint was found in the same region.

Taghkanic, in the center of the county ten miles southeast of Hudson, derives its name from Indians who found an old spring and called it "Tok-kon-nik," meaning "water enough."

Copake, nestling in the Taghkanic range in the eastern part of the county, is the site of the Copake Iron Works, established in 1845 by men who for ten years had operated the old Livingston furnace at Ancram. In 1848 the Copake Iron Company was formed, giving the town its principal industry for years.

In the southeast corner of the county, eighteen miles from the county seat, is the town of Ancram, which has within its confines Monument Mountain. The New York & Harlem Railroad line was built through the town in 1852. The tracks were elevated on an embankment and on a slight curve; the wind twice within a few years blew trains from the track, causing death and injury to an unrecorded number of passengers. An old town record states: "The trains often waited at the Ancram station for hours when one of the fierce easterly winds was blowing, and waited until it abated before proceeding."

Ancram was named after Ancram, Scotland, native home of the Livingston family. Tucked away in a corner of the town is Boston Corners, a small hamlet formerly owned by the State of Massachusetts. In olden days the hamlet became a refuge for criminals and the resort of prizefighters whose pugilistic endeavors for money were frowned upon by the law. Most celebrated of the fights was the bloody encounter between John Morrissey and Yankee Sullivan. In December, 1848, the inhabitants petitioned for annexation to New York State. The cession was accepted by this State in 1853 and confirmed by Congress two years later. In 1857 Boston Corners was formerly annexed to Ancram.

Original fame of Ancram sprang from its iron and lead mines. The iron for the first chain that was hung across the Hudson in an attempt to prevent British ships from coming up the river during the Revolution was made from Ancram ore. The iron mines were the first to be developed in New York Colony. They were worked about 1740 by Philip Livingston, of Livingston Manor, and remained in the family until 1845. Other mines in the vicinity were the Weed, Reynolds and Morgan mines.

Lead ore was mined for a considerable period at a place called Hot Ground. The name was derived from a belief of the natives that the temperature of ground containing this ore is higher.

Gallatin, thirteen miles southeast of Hudson, was formed from Ancram on March 27, 1830, and named in honor of Albert Gallatin, who was Secretary of the Treasury from 1801 to 1813. Within the town is Lake Charlotte, which was named after a slave of Robert S. Livingston, who had a house on the shore.

The town of Austerlitz, in the fertile Green River Valley along the Massachusetts border, received its name largely through the efforts of Martin Van Buren. History records that Van Buren, ardent admirer of Napoleon, was a State Senator when the town was organized from parts of Hillsdale, Canaan and Chatham on March 28, 1818. When the bill erecting the town was before the Legislature, Van Buren became incensed at a proposal the town be named "New Ulm." Legend has it he was particularly angered at a colleague who had just succeeded in having a Seneca County town named "Waterloo." Van Buren moved for the name "Austerlitz" and, when it was carried, shouted at his colleague: "There's an Austerlitz for your Waterloo." A gun club is located near Spencertown.

The town of Livingston, organized March 7, 1788, was reduced to twenty-two thousand eight hundred acres, or nearly thirty-six square miles, in 1803, by the formation of Taghkanic and Ancram from its eastern portion. The town received its name from the first lord of the manor, and is in the southern part of the county.

The hamlet of Blue Stores is named for an early tavern and store built by W. T. Livingston and Leonard Ten Broeck, which were painted blue. The color has been used on succeeding buildings for generations. The property came into possession of Caleb Washburn in 1836. The old tavern was demolished in 1840, when the present building was erected. It was a favorite tally-ho stop on the old Albany Post Road. The property was acquired in March, 1942, by Henry and Lyle Lawrence and Arthur C. Fisher, of Germantown.

Ghent, which received its name from Ghent, Holland, home of some of its original settlers, was erected on April 3, 1818, from parts of Kinderhook, Claverack and Chatham. It lost part of its territory to the town of Stockport, however, in 1833.

Claverack was incorporated as a town in 1788. Sixteen years before the town's incorporation it was formed as a district of old Albany County, and prior to that the patroon had directed its affairs. The excellent water power facilities available along Claverack Creek, its principal stream, enhanced the early growth of valuable and extensive mills in the town.

High Rock Knitting Company was established in 1847. The mills burned in 1875 and were rebuilt by P. M. Harder & Sons. Philmont has had paper, hosiery and scales industries.

Columbia County lays claim to the construction of the first mowing machine, a Spencertown resident named Beal having built the forerunner of the present machine in the 1830s.

The county's first paper mill was established on Kinderhook Creek at Stuyvesant Falls in 1802. Stockport has the honor of having had the first cotton print or calico works, established by Benjamin and Joseph Marshall in 1828. The county's first oil mill was built by Judah Paddock, near Columbiaville, about 1805.

From the very beginning the settlers became aware that the varied character of Columbia County's soil adapted it peculiarly to mixed farming. The early farmers, realizing the value of unity and a coördination of ideas on things agricultural, organized the "Agricultural Association of Dutchess and Columbia Counties" in 1817. That year they held a cattle show and fair at Red Hook, offering \$200 in premiums. Out of this pooling of ideas and resources on the part of the early farmers came an agricultural area that has few sections to rival it anywhere in the State.

The Columbia County Agricultural Society was formed in 1840. The fairs were moved from Hudson to Chatham in 1855. The centennial of the fairs was observed in 1940 with a pageant. Representative Lewis K. Rockefeller was president of the society for fifteen years.

Today, as in the earliest days, Columbia County is a section of extensive, well-cared-for and valuable orchards and rolling farm lands that support independently many of the descendants of the Proprietors and the other original settlers. In 1939 the county had 2,153 farms, containing 275,708 acres. The value of the farm land and buildings was \$17,448,657. Whole milk sold that year

totaled 8,483,979 gallons. There were harvested 1,289,634 bushels of apples, 2,008,152 pounds of cherries, 155,652 bushels of pears, 4,516,959 pounds of grapes, among other crops. The county is noted for its fine herds and cattle breeding.

Among the noted landmarks of the county are the Staats house at Stockport; Van Rensselaer manor house, Dutch Church and old courthouse at Claverack; burial place and memorial to Philip Livingston, first lord of the Livingston Manor at Linlithgo; the Livingston houses, including Oak Hill, Teviotdale, the Hermitage and Clermont; Callender house, built by General Samuel Ten Broeck; Lindenwald, Van Alen and Van Schaack residences, and the "House of History," an 1819 mansion, Kinderhook; General Worth house and residences of pioneers at Hudson; Church Hill, residences of the late Frederick E. Church, the artist, south of Hudson; Shaker colony buildings at New Lebanon and others.

CHAPTER XXVII

Greene County

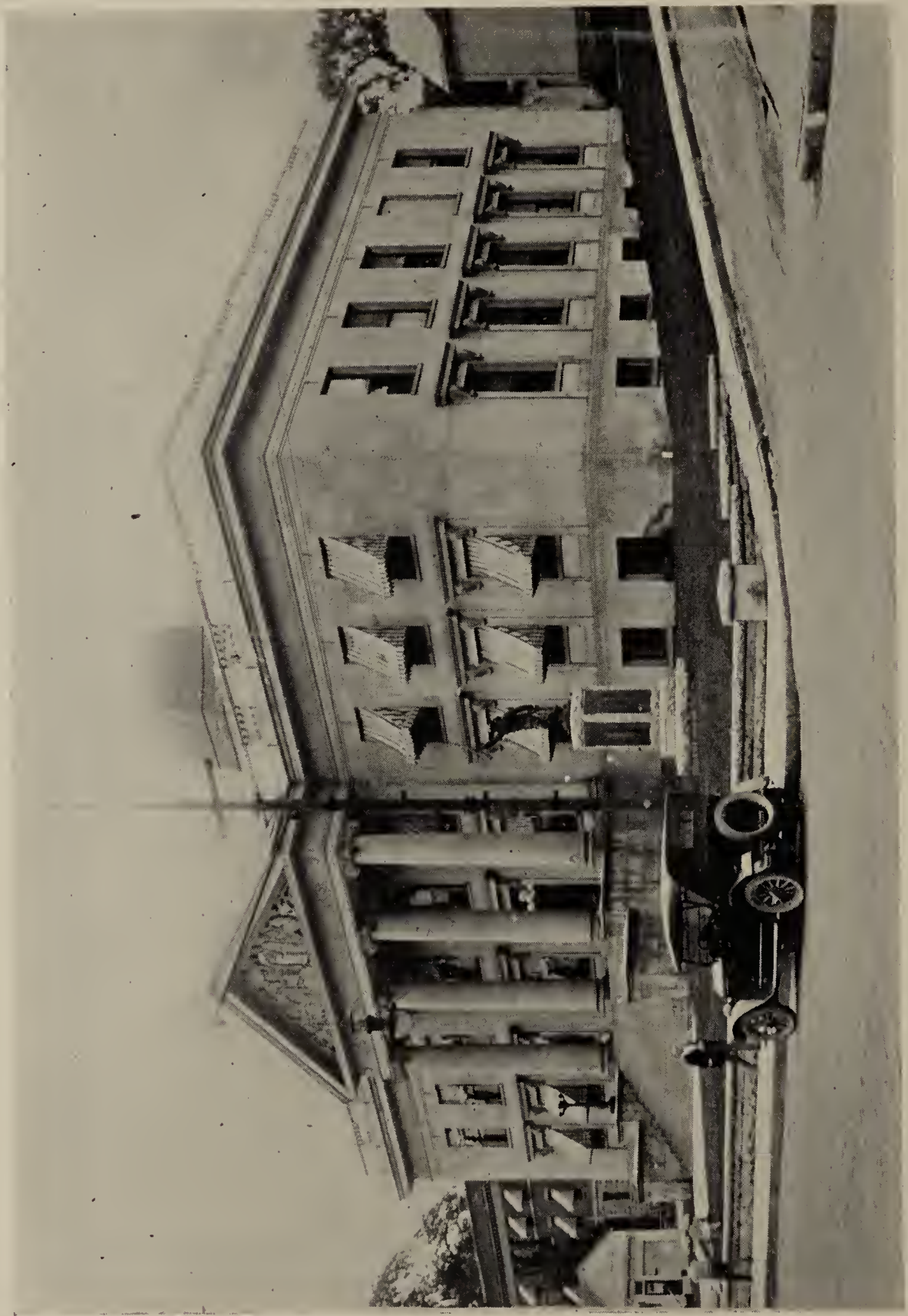
County Formed, 1800—First Courthouse and Officers—Growth of Catskill, County Seat—First Newspaper—Cattle Drovers—Bull's Head Inn—Colonel Pratt of Prattsville—Connecticut Influx—Turnpikes—Catskill Academy—Steamboat Days—Catskill & Canajoharie Railroad—Catskill Mountain House—Martin Van Buren Weds—Ice Harvesting on the Hudson—Mushrooms—Hotel and Boarding House Era—Modern Courthouse, 1908—Schools—Library—Banks—Water Supply—Historic Houses—The Bronck House—Coxsackie—Leeds—Athens—New Baltimore—Greenville—Prattsville—Mountain Towns—Cairo—Haines Falls—Tannersville—Summer Centers—Rip Van Winkle Bridge—Leeds Bridge—Catskill State Park—Famous Leaders—Bullock, Inventor of the Rotary Printing Press—Agriculture.

BY J. VAN VECHTEN VEDDER
Greene County Historian

Greene County was formed March 25, 1800, from parts of Albany and Ulster counties, which by an Act of Legislature in 1772 had been divided into fifteen districts, the largest of which was "Coxsackie and the Great Emboght" or Imboght; in 1788 Coxsackie and Catskill. It was named for General Nathanael Greene, Revolutionary War hero.

The new county now consisted of Catskill, Coxsackie, Freehold and Windham, with Garret Abeel, Catskill; Jonas Bronk, Coxsackie; James Thomson, Freehold; William Beach, Windham, as supervisors. James Pinckney was for many years clerk of the board. These towns underwent many changes in size and boundary lines until, in 1852, they numbered fourteen.

The next great question of the day was the location of the county seat and feeling ran high. Coxsackie and Catskill were equally anxious for the commercial advantages it would bring, and left no stone unturned to secure it. At one time Coxsackie was in the lead,



Greene County Court House, Catskill

but the most influential man in the town of Coxsackie, Judge Leonard Bronk, for personal reasons opposed its location there, and Catskill won out.

Almost immediately began the building of the courthouse, a brick building on the corner of the present Bridge and Franklin streets (now a Masonic temple). It was completed in 1812, and meanwhile court was held in the academy building. On March 29, 1800, civil officers were appointed by the Council of Appointment. In September of that year the surrogate's office was in the house of John R. Van Denberg, of Coxsackie.

On May 6, 1800, the first session of Court of Common Pleas was held, with Leonard Bronk, first judge; Garret Abeel, Samuel Van Vechten, Stephen Day and Thomas Barker, judges; the first surrogate, John H. Cuyler; and the first district attorney, Ebenezer Foote.

In 1804, according to the local newspaper, \$1,000 was asked for the completion of a "gaol" or jail. This was also of brick and is still standing on Clark Street, now known as the Heidleberg Inn. Before the building of the jail, prisoners were taken to Hudson. Four executions for murder have taken place in the old jail and in its earlier days many debtors were confined there.

During the first thirty years of Catskill's existence as the county seat it grew rapidly. It was known as "The Landing" until about 1792, when it had its first newspaper, the Catskill "Packet." The original Catskill, four miles up stream, where there was a Dutch Church in 1733, a schoolhouse, smithy, and a parsonage with three or four stone houses of the Salisburys and Van Bergens, lacking the advantage of navigable waterways, retired to country life.

The principal industry of the county has from the first been that of agriculture, with stock raising and dairying among the Catskills. Before the advent of the motor car, large quantities of hay and straw were shipped in the fall to New York markets, and as many as 256 wagons loaded with hay or firkins of butter have been known to pass over the highway in one day.

It was not unusual to see large droves of cattle and sheep driven in from the mountains; sometimes a drove of turkeys near Thanksgiving time. These, when the sun began to go behind the hills, were halted by some old gobbler who picked out some tall tree he thought suitable for their night's rest, and as he set the example one by one they went to roost, and it was beyond any man's power to make them go farther.

At the foot of what was called "Haight's Hill," where the viaduct of the 9W Highway now crosses, was the Bull's Head Tavern, much patronized by drovers and teamsters. On one side of its swinging sign was painted a bull's head by the famous artist, Thomas Cole, whose home was in Catskill, and on the other side one by a pupil. Cole received his inspiration for his "Voyage of Life" from the Catskill, as it winds through the valley below Jefferson Hill. Cole was the founder of the Hudson River group or "school" of painting, first to be devoted to the portrayal of the American scene.

The pioneer of the valley had from the first apple orchards of varying size to his number of acres, and before the early 1900s many thousands of barrels were shipped annually to New York and England markets. Small fruits were plentiful.

Lumber for shipbuilding and cord wood for brickyards was a flourishing industry until coal for burning the kilns took its place. Catskill, Coxsackie and Athens all had large brickyards, and there were many smaller ones. These villages also had shipyards.

One of the early industries, until the supply of hemlock bark was exhausted, was that of tanning. In the Kaaterskill Clove can still be seen the remains of a village of two hundred people and two tanneries.

Prattsville owes its existence to the extensive tannery business of Col. Zadock Pratt, for whom the village was named. The town now owns the park, a mountainside where the colonel buried his favorite dogs and horses, their names inscribed on marble slabs. Upon the side of the rocks above are carved various emblems and a bust of his son, Colonel George W. Pratt.

Burton G. Morss had a tannery at Red Falls in 1820 and later cotton mills in operation until 1880. It is said that Jay Gould made his first money in cotton at Red Falls. He was also linked with Pratt in the tannery business.

In time, lime kilns became numerous along the limestone ridges of the river towns.

The county as a whole at once began to grow through a number of settlers coming in from Connecticut. Finding the valley along the Hudson already taken up by Hollanders, with now and then an Englishman or Frenchman, who had purchased large tracts of land of the Indians and long before the Revolution secured patents from the Crown, they made their way over the mountain range, which extending diagonally across the county, divides it into what is locally known as the valley and mountain towns.

These pioneers in most cases were patriots and soldiers impoverished by the war, and they soon had churches, schools and fertile fields in the rich valleys between mountain peaks.

Catskill was the natural gateway to these isolated towns and to what was then still known as the "Western Wilderness." Turnpikes were the fashion at that time and the Susquehanna Turnpike Company was formed in 1800. The proposed road was to run from Salisbury in Connecticut to Unadilla on the Susquehanna, and this and the Windham Turnpike of 1826 became the main arteries of travel, replacing the blazed trail and furnishing a route by which their farm products could be taken to the sloops on the Hudson and exchanged for coffee, tea, molasses and spices and many other luxuries which could not be obtained in that part of the county.

At first even gristmills were not common in the mountain towns and sometimes a pioneer would carry his corn twenty miles on horseback to be ground. Lucas De Witt, of the town of Durham, carried his grain to what is now Leeds, until he secured a portable mill, described as something like a coffee mill, the first gristmill in the town. He buried it during the Revolution in a hollow log. Returning from the war, he found it intact and was again ready for business.

With the building of turnpikes came the stage and the post rider, and Catskill grew from ten buildings in 1792 to 156 in 1801.

Catskill had started out in 1792 with a newspaper, physician, drug store, ferry and a few scattered houses. In its first fifty years as the county seat it increased in size and importance. By 1807 the village had an academy, sidewalks and sewers, a rude system of waterworks from a spring on the hill and a fire company with reservoirs on Main Street, from which, in case of fire, the water was pumped by the little hand engine. It was in 1807 that the Clermont came sputtering up the river. Thurlow Weed was one of the boys who put their clothes on a board and swam out to the island to see the "Devil and his saw-mill" go by on its various trips. The coming of steamboats brought added prosperity and, in 1820, the long dock was filled in.

The ferry across the Hudson before 1800 had its landing place a short distance up the Catskill Creek opposite the Hop-O-Nose and at first had sails and oars, followed by horsepower.

Cholera years retarded the progress of the village and in 1854 the number of deaths was eighty. During the summer the streets were almost deserted and all who could fled to the mountains. It was a time when a man might be seen on the street one day and the next carried to his last resting place. Physicians, with one exception, stuck

to their post, and ministers remained to do what they could, while grave diggers worked night and day. With the coming of frost the epidemic came to an end.

An enterprise which promised much for the village and county was the building of the Catskill & Canajoharie Railroad, begun in 1830. In 1831 the breaking of ground was celebrated by speeches and a long procession through the streets. It was completed to Cooksburg in four years, but was a financial failure. The engines proved inadequate for the heavy grades and in Austin's Glen at Jefferson the boys of the vicinity delighted to steal rides, then jump off and push when the engine refused to do its work. For a time horsepower was substituted. The breaking down of a bridge, which resulted in the death of Jehiel Tuttle, ended its career.

By 1850 Catskill had six hotels or taverns. Of these the Catskill House and the Greene County Hotel were the most popular. The Catskill House stood on the corner of Main and Bridge streets, patronized by travelers from all parts of the country, who were on their way to the Catskill or Beach's Mountain House and the Kaaterskill Falls. The stages to Pine Orchard, as it was then called, were often heavily loaded and horses were provided for those who preferred to ride horseback to their destination. Many parties of local people made this hotel their starting point for a day's outing at the famous hotel, often starting at daybreak.

Erection of the Catskill Mountain House marked the real beginning of the resort industry. The value of Catskill scenery was "discovered" by Erastus Beach, a liveryman, who in 1822 was hired to drive a party of four ladies and four gentlemen to Saratoga. On their return they asked if he knew of any new sights, and Mr. Beach obliged by taking them to view the panorama from Pine Orchard plateau. The breathtaking vista so enthused the tourists that the next year a stock company was formed under the name "Catskill Mountain Association." They purchased three hundred acres on the plateau and built the first hotel at a cost of \$22,000. The ledge of Pine Orchard Peak on which the hotel stands is 2,212 feet above tidewater in the Hudson.

In 1825 Charles L. Beach acquired the property and greatly added to it. In a few years he created a park of 2,780 acres with a frontage of over three miles, including two fine lakes and mountain trails, as well as the outlook from the precipice. The view from the Mountain House has caught the enthusiasm of every succeeding generation. The Catskill Mountain Railroad was built to Tannersville

and for years a breathtaking ascent of the cliff was made in cars of the Otis Elevating Railroad, which were boarded near Palenville, since abandoned. On the death of Mr. Beach in 1896 the hotel passed into the hands of his children. Charles Beach died in 1913 and George H. Beach in 1918.

The first woolen mill at Leeds was built in 1844. In 1857, a depression year, the market for woolen goods failed, and these products were often exchanged for flour and provisions. The Civil War created a demand for army flannels and cloth, and the mill, revitalized, ran through the war, night and day. Another mill was built. The properties were acquired in 1874 by A. T. Stewart, who introduced threadmaking. The mills closed in 1882. In 1865 a flour mill in Catskill was rebuilt into a woolen mill.

Meat packing was an important business and slaughter houses within the limits of the village brought frequent protest from the inhabitants. During the Civil War, Sam Wilson and his brothers, who then lived "across the creek," were engaged in sending pork to the government. Their packing house and dock were on the west side of Catskill Creek. They lived in a brick house still standing near that in which Martin Van Buren, eighth President of the United States, married Hannah Hoes (originally spelled Goes) in 1807.

West Catskill was but a small village at this time, depending on small boats and a fording place to reach the main village until 1801, when the toll bridge was built. The Delaware Turnpike and the Esopus Road were its outlets to the west and south.

Frequent fires in Catskill removed old buildings, which were replaced by structures of brick. Main Street was altered when the Susquehanna Turnpike was built and the old Main Street which ran along the creek became Water Street. Mills and docks were built along this waterfront. Donnelly's Tavern, a square brick building still standing, soon became shut off by new buildings at what had been its back door. It was a starting point for stages and post riders to Unadilla for many years.

Main Street had now become a busy place. The central brick block, which was the pride of the village, contained several large stores, and farther up the street, a little later, the sign of the giant chair and the big boot. Another sign was the big watch of the Willards, who belonged to a well-known family of clock makers. There also was the wooden Indian of the Knowles cigar store, now the property of the Greene County Historical Society, and the iron dog of the paint shop. This dog with his mate was brought from New York

City, where they guarded the entrance to the Butchers' & Drovers' Bank. John Breasted bought the pair as scrap iron about 1848 and sent one to his father, Peter Breasted.

In most grocery stores for many years dry goods and groceries occupied the same shelves for the accommodation of the farmer's wife in exchange for her butter and eggs. A large wholesale and retail store stood, and is still standing, at the head of Main Street, patronized by farmers and known as Foote's. Here one could buy anything in the grocery line from a hogshead of molasses to a peppermint stick, this last looked forward to when father went to town. Sometimes a molasses hogshead was empty and father purchased it for a rain barrel or some other purpose. It generally contained several inches of molasses sugar, which was a great treat.

Fishing in its day gave employment to many and farmers bought herring by the thousand for curing and smoking. Smoked sturgeon often hung in the market at eight cents a pound. Shad was plentiful and a surplus of the smaller fish often sold on the dock for fertilizer.

One of the industries within the memory of the older ones of this generation was that of quarrying. The side of South Mountain, Vedder Hill near Leeds, and other sections of the county were dotted with quarries. Vast quantities of stone for sidewalks were drawn to the river by horses, which doubled up on the hills over roads often hub deep with mud or dust made still worse by the heavy loads. The stone provided an income not only to the men who worked the quarries and the teamsters, but to the farmer who received rent from them. The industry gave way when concrete came into its own. Large cement plants in the county provide work for many.

The ice business along the Hudson was a profitable one. It is said to have had its origin accidentally in 1828, when there was an early break-up of the river. A sloop which came up from New York was loaded with cakes of ice, which were sold for \$300. Harvesting thereupon became active, and proved to be an important source of income for farmers near and remote. Starting from home long before daylight bobsleds loaded with men, sometimes from miles away, would gather on the river at daybreak ready for the day's cutting and storing of ice in the big houses that grew up beside the river. The thermometer often stood at zero and below, but the pay was good and the men were warmly clad.

In 1884 there were fifteen ice houses in or near Coxsackie village, of which six belonged to the Knickerbocker Ice Company. One dated

from 1857, others from 1873 to 1882. They had capacity for 410,000 tons of ice.

Since the development of mechanical refrigeration, ice harvesting has given way to mushroom raising. The big warehouses filled with sawdust proved to be excellent mushroom nurseries. Knaust Brothers, of Coxsackie, who developed the mushroom industry to a high point, have built canneries and under the influence of World War II have launched on tomato packing for the armed forces. Farmers were invited in 1941 to double their acreage of tomato planting.

The question of slavery caused little feeling in Greene County, for most of the slaves had been liberated before the time required by law and the slaves themselves in large numbers preferred to stay with their "families" as they called them.

Like all wars, the Civil War left the country in an unsettled state and the village and county had many problems of debt, pensions and politics. Morality was at a low ebb and there were sick and wounded to be cared for as well as widows and orphans.

All these difficulties were ironed out as time passed. In 1868 a savings bank was established and with the Catskill of 1813 and the Tanners Bank of 1831, it is still on the job. The vault of the Tanners Bank, when established, was hardly larger than a good sized Dutch brick oven. These banks have all been remodeled or rebuilt and are up-to-date institutions.

After the Catskill Mountain House was enlarged it became a noted spot for the entertainment of summer guests. At first only a few small hotels and farmhouses opened their doors to this new business, but soon large summer hotels were built. Farmhouses were enlarged and as hundreds began to realize the scenic beauty and pure air of the Catskills, large boarding houses were built in every town. From July to September the boats of the Day Line were crowded with passengers and Long Dock was covered with stages and four-seated covered market wagons as they were called, and many smaller vehicles. There were no State roads and either dust or mud prevailed. Both men and women wore long linen dusters and the long line of stages and other conveyances were crowded.

The Catskill Mountain Railroad commenced in 1882 and ran from Catskill to Palenville. This, together with the Otis Elevating of 1892, which ran to the Mountain House, and later branch roads to Tannersville and Cairo, relieved this condition and made traveling to the mountains easier. Before the railroad was built, four-horse stages carried guests up the steep Mountain House Road, stopping at the

Rip Van Winkle or "Half Way" House, the scene of Rip's long sleep, to water thirsty horses and passengers. This road was always in good condition and openings in the forest gave one views of the Hudson Valley and the cliffs above.

When the Harding House or Kaaterskill Hotel was built, a toll road was built up the north side of the Kaaterskill Clove. The West Shore Railroad was built in 1883 and all these contributed to the prosperity of Catskill and the county.

A trolley line was built from Catskill to Leeds in 1906, but lasted only a few years. State roads and the automobile altered the mode of travel, and in 1918 the mountain railroad ceased to exist.

The boarding house business still plays an important part in the prosperity of the county, but the city man no longer sends his entire family to the country prepared to enjoy and benefit from the pure air from July to September. It is a changing population during the summer, here today and gone tomorrow, in many cases stopping over night at the numerous cabins which pop up on every side along the main highways.

Catskill is not a manufacturing village in spite of its advantages of situation. Conservative in many ways, its population numbering over five thousand, it has no desire to become a city. Its business places, amusements and improvements have all kept pace with other villages of its size in the State. About 1900 the first courthouse became too small for the increase of county offices and county business in general. A block of buildings, which included the Irving House, a first-class hotel, was torn down to make room for the county buildings and, in 1908, the present courthouse was built. A jail and sheriff's house followed.

The second academy, built 1869, afterward known as the Catskill High School, burned and was replaced in 1937 by one of the finest schools in the State. It has many out-of-town pupils.

There are two large schools for the lower grades. Buses bring high school pupils from other districts, while one or more districts, closing the "little red school house," send all their pupils to these better equipped schools. A high school is also conducted by the Roman Catholic parish. There are five central schools in the county, at Greenville, Cairo, Windham, Tannersville and Durham. A new first-class post office has been built.

The Catskill Public Library was chartered in 1893 and first occupied a building at 400 Main Street. In 1899 a fund was voted for purchase of a site and erection of a new building. The building fund

being inadequate, a gift of \$20,000 was made by Andrew Carnegie for the construction of the building, provided the village would vote annual maintenance funds. The handsome new building was opened to the public June 30, 1902. Numerous gifts of funds and books have been made to the library by Catskill's citizens.

Catskill has three banks. The Catskill National Bank was formed in 1813, with Thomas B. Cooke as first president. The bank building was enlarged in 1911. Tanners National Bank, whose name reflects the prevailing industry of a century ago, was formed in 1831. A new building was erected in 1910. The first president was Orrin Day. The Catskill Savings Bank, formed in 1868, was the pioneer in this field in the county. John Breasted was the first president. The present banking house was built in 1909.

The first waterworks which ran through wooden pipes or logs from a spring was succeeded by a reservoir on the hill, into which water was pumped from the river. While the supply was unlimited there was much dissatisfaction as to its quality. After a prolonged debate and considerable opposition to the project of bringing water from the Potic watershed, which involved heavy expense, it was done and a pure and plentiful water supply assured.

Greene County has few historic spots of importance. The Indians were friendly with the Hollanders because they had paid for their lands and treated the Indian in a friendly manner and there was only one case of massacre in the county during the Revolution, that of the Stropes at Round Top in the town of Cairo, which resulted from some fancied wrong done them by a member of the family.

The county was disgraced by Tories, but strict watch was kept over them as shown by letters and lists of suspected Tories. During the Revolution, David Abeel and his son were carried captive to Canada by a neighbor Tory and Indians. David was sent home on account of his age, but the son, Garret, was kept a prisoner until near the close of the war, when with the Snyders, of Ulster County, he escaped.

The Abeel house still stands, a stone house on the Palenville Road. The Rev. Johannes Schuneman, known as the "Dutch Domine of the Catskills," was a patriot preacher of great courage and patriotism. He rode alone every other Sunday during the war to Coxsackie on horseback from Old Katskill, with gun ready for action. The stone parsonage and old church are gone, but the brick house in Jefferson, where he died in 1794 after 42 years of service, still stands.

Another house of early date (1690) is that of the Van Vechtens, which stands near the old fording place and along the Indian footpath from New York to Albany. The old King's Road also crossed here. During the Revolution, after Kingston burned, Jacob and Judith Ten Broeck came to live here with their daughter. One day Judith saw a raiding party crossing at the ford. All the family excepting Jacob were absent, and with the help of a slave the family silver was gath-



Public Library, Catskill

ered together and hidden in the lower part of a "sick chair," then seating herself in the chair, Judith sent Jacob to hide behind the big chimney in the garret. The raiders entered without ceremony and asked, "Where is Jacob?"

"Have you come to burn us out as you did in Kingston?" she asked. "Jacob has gone above."

The party left without further questioning, understanding, as she hoped, "above" to mean Albany.

The interior of this house is little changed. One of the rooms is known as Chancellor Kent's room and the late Abraham Van Vechten, whose portrait hangs in the capitol at Albany, and who was a

noted lawyer and the progenitor of the Albany branch of the family, was born in this house.

Just out of West Catskill on the way to the Imboght is the "Kuykuit" or "Lookout." It is a small rocky hill from the summit of which the country can be seen for miles up and down the river. In the time of the Revolution signal fires were lighted to warn the inhabitants when Indians and Tories were abroad.

One of these occasions was the burning of Kingston, when the flames leaped high, and pioneers drove their cattle to the woods and sent their women and children to the houses of the Salisburys and Van Bergens at Old Katskill, which were equipped with loopholes, guns and ammunition.

At the foot of this hill is the stone house of the Overbaghs, a typical pioneer stone building.

Catskill allowed two fine old landmarks within the village to be destroyed; the one for a shale brick industry, which lasted but a few years, and the other for the State Armory. The first was a square stone mansion built in 1763 by John Dies, whose wife, Madam Jane Dies, was the daughter of Jacob Goelet, a sworn translator of the Dutch language. The house, patterned after the Hancock house in Boston, was of two stories and when taken down was in good condition, requiring dynamite for its removal. The sons of John Dies settled at Gilboa.

Tradition has it that John was a major in the British Army and a deserter, a spendthrift who for amusement skipped Mexican dollars across the Catskill. Much of this is probably due to the lack of respect held for him by his neighbors; for the more prudent Dutchmen disapproved of his fine house which they called "Dies' Folly," and the style in which the family lived. However, Dies' father-in-law, in his will says, "of his prudence I have no opinion."

Madam Dies was held in great respect by her neighbors for she could "read and write English." After the surrender of Burgoyne's army she "genteely entertained General Warren and his staff and Ralph Cross of Massachusetts, Colonel of the Essex regiment, on their way from Saratoga."

The other building of more modest proportions replaced by the armory was the home of Garret Abeel, one of the first judges of Greene County.

The house of Cornelius DuBois, a colonel in the army, built in 1762, to which was attached the brick mansion of Caleb Benton, is still in a good state of preservation as the private residence of Will-

iam Palmatier. In this house was celebrated the surrender of Burgoyne by all the country round, with feasting, dancing and singing. Toddy was served in "bockjies" or wooden bowls. The slaves had a part in the celebration, feasting and dancing in the kitchen.

Jacobus Bogardus purchased this house of DuBois and between 1795 and 1797 Duc de la Rochefoucauld Liancourt, on a tour through the United States, was a guest of Bogardus, who was a "loyalist and son-in-law of Major Provost."

Caleb Benton, the next owner, was a man of dreams, who visualized a fortune in laying out his farm into streets and selling building lots, which sold as high as \$375. Only a few citizens took advantage of this arrangement and the scheme failed. Caleb built the brick house of which two of the main rooms are so high and large as to be known as Greene and Columbia counties.

Greene County Memorial Hospital, a modern forty-bed institution, was built on the site of the Grant house, in 1931. The fund was aided by several bequests, the first of which was by Alice Bonestel, who is honored with a plaque in the institution. The new Potic water supply system was voted in 1931. Among the principal buildings are the new Elks Club, post office and Young Men's Christian Association. Frederick Nelson DuBois gave \$30,000 for the Young Men's Christian Association building fund. Mr. DuBois was the inventor of the plumbing sink trap. The building now houses the Boys' Club.

Newspapers of Catskill include the "Greene County Examiner and Recorder," dating from 1792; "Enterprise," 1898; and the Catskill "Daily Mail," 1889. Mackay Croswell was the publisher of Catskill's first newspaper, the Catskill "Packet," renamed the "Recorder" in 1801.

Brick making has been a leading industry of Catskill for more than a century. Principal plants in recent years were George W. Washburn & Company and the Mayone Brick Company. At one time the Washburn yard employed a hundred men and turned out one hundred thousand brick daily. In 1890 the first steam dryer in the Hudson Valley brick industry was installed there. The plant suspended in 1920. The Mayone company continued until the curtailment of building operations in World War II. Both the Washburn and Mayone plants were sold to salvage dealers in 1942. Another industry of Catskill is the Atlanta Knitting Company.

The Franciscan Brothers conduct a theological seminary in the village. Near Thomas Cole's studio at the north end of the village is the entrance to the new Rip Van Winkle Bridge over the Hudson.

Near Climax, west of Coxsackie, are still standing three Van den Berg houses of stone. One bears the date 1763. In this house it is said that John R. Van den Berg and Judge Leonard Bronk drew up the document forming Greene County. This house is said to be the second one built by the family and is supposed to have been taken down; but a smaller house near by has all the appearance of being much older than the other two.

In West Coxsackie are several stone houses. Marte Gerritse Van Bergen, commissary at Fort Orange, had a small stone house there and the late Dr. Van Slyke, a native of Coxsackie, and usually very accurate in his statements, said that he was murdered there by Indians. This is a mistake, for it is a well-known fact that he was killed at his "Bourije" near Albany. Marte Gerritse's son Peter built a house on the Salisbury-Van Bergen patent between Leeds and Sandy Plains, but he released his claim in the land there to his brothers and built a house facing the main street of West Coxsackie. Another was built by Anthony Van Bergen across the creek which bears the date of 1764.

Not far away on the same street is the old tavern of Peter Bronk, built before 1725, and two miles beyond the cross roads on the 9W Highway, in what is now the town of New Baltimore, is a square stone house built by a Van Bergen and said to occupy the site of the first house of the pioneer Peter Bronk. Two houses of brick, built over one hundred years ago by Judge Bronk for his daughters, are on the main street, alike in architecture. The name is also spelled Bronck.

During the French and Indian War, Isaac Collier, whose house was along the old King's Road, with his seven sons held off an Indian attack for seven days.

THE BRONCK HOUSE

At Coxsackie the oldest house now standing in either that town or the county is known as Bronck house, built in 1663 by Peter Bronck, son of Jonas Bronk or Bronck, the first settler on the Harlem River. Peter was the only son and after his father, Jonas, was killed by Indians his mother married Arent Van Curler and they went to Schenectady to live.

Peter married Hillitje Tyssink and while living in Albany in 1662 purchased a large tract of land in Coxsackie of the Indians known as Bronck's Patent. In 1663 he built the present stone house and about twenty years later another was added. In 1738 a third house, of brick, connected with the first by a passageway, was built by a grand-

son, Leendertse Bronk. The homestead finally descended to Leonard Bronk Lampman, a lineal descendant of the pioneer Peter, who died in 1938, leaving the property to the Greene County Historical Society, Inc., with an endowment fund of \$50,000. Another small brick house had been built in 1800 by Judge Leonard Bronk, first judge of Greene County, for his second wife, who did not get along well with his grown up daughters. It is now known as the "Step-mother's house."



Elm Street, Cossackie

Mr. Lampman had all the houses and buildings restored as much as was possible to their original state and provided that on his death the furnishings and silver of his home at Ely Farm, with all the legal papers of his grandfather and great-grandfather, should be given to the society. The houses are open to the public during the summer months. The round thirteen-sided barn was built by the grandfather of the donor in 1832, to show his slaves that he had no superstitions regarding the number "thirteen."

COXSACKIE

There is a field on the Green's Lake Road at Cossackie in old deeds called the "Indian Field." Tradition has it that council fires

once burned there. An Indian flint mine has also been discovered on the Mineberg, near Coxsackie.

The Declaration of Independence ratified by the citizens of Coxsackie and the Great Imboght is still in existence. It was made January 17, 1775, has 225 signers and is preserved by the Albany Institute of History and Art.

A modern building of recent date along the 9W Highway, one mile south of West Coxsackie, is the New York State Vocational School, which houses over seven hundred boys. In connection with this are a large farm and several houses.

Coxsackie early became a center of the ice industry, which lasted more than a century. In 1830 the village had 340 houses. Large shipments of fruit are made annually. The American Valve Company plant was established in 1901. Other industries include motion picture projectors, foundries, shirt factory and mushroom growing and packing. Knaust Brothers, largest mushroom growers in the country, have recently engaged also in tomato canning.

First Reformed Church dates from 1732; Second Reformed from 1833; First Methodist Church from 1836; St. Mary's Roman Catholic Church, 1847; Christ Episcopal Church, 1853.

Coxsackie National Bank was established in 1852. The village has a high school, three fire companies. The Coxsackie "Union News" was founded in 1851.

LEEDS

In Leeds along the Catskill-Cairo Highway, four miles from Catskill, stands the Reformed (Dutch) Church, built 1818, successor to the one built at Old Katskill in 1733. It is built of stone brought from the Rouse farm near Green's Lake and was commenced in 1816, the "year without a summer," when "ice formed every month in the year and no crops were harvested." A plentiful supply of fish and game kept the inhabitants from great suffering.

Owing to these conditions the church remained unfinished until two years later. The stone was drawn by ox teams, a steeple added later and the church was equipped with candles, a bass viol, square sections of pews, and foot stoves, which were used for a time when a box stove was mounted on four legs to the height of the gallery.

The Leeds Methodist Church was organized in 1845, building erected 1856.

Leeds has several old houses. Fires have removed others, one of which was the home of Martin G. Schuneman, son of Rev.

Johannes, the famous patriot preacher. A mile beyond Leeds on the foothills was Old Katskill, the parent of the Catskill of today, where the first house, that of Marte Gerritse Van Bergen, was built on the site of the Indian village of Wachackeck in 1680. The barn still stands, but the stone house was followed by another of brick built in 1729. This house became the property of Arent Vedder, of Schoharie in 1774.

The house of Silvester Salisbury, "commander of the fort at Fort Orange," built in 1705, was destroyed by fire some years ago. The manor house of 1730 remains. The first house (of 1705) was said to be the "finest between Albany and Kingston" in its day.

ATHENS

Athens, formerly called Loonenburgh (for the Van Loan family), has the oldest church organization in the county, the Zion Lutheran, organized in 1704. This church stands along the main highway sometimes called the "River road," which is also one of the principal streets of the village. Around this church are the glebe lands and its baptismal records include children of various other denominations. Its first pastor was Rev. Justus Falkner.

Along the same road is one of the stone houses of the Van Loans, the first settlers, built 1724; and another, as one enters the village, still stands near the old shipyard, the date on the foundation 1706; a third is dated 1731. On the street above this is the house of Eugene Van Loan, known as the Haight house, a fine brick building built by General Samuel Haight, whose wife was a Van Loan. This lower village was once the farm of Isaac Northrup and, in 1800, he wrote Judge Bronk that Athens was the proper place for the county seat, destined to become a city. The village received its name, Athens, at that time, and was incorporated in 1805.

In 1794 the upper village was laid out in streets, maps of which are still in existence, for a town to be called "Esperanza." It failed to meet the expectations of the promoters and finally came to be included in the older village.

Athens hoped to be made the terminus of the original Erie Canal, and made valiant efforts to develop transportation links with the Susquehanna and Mohawk valleys. The Loonenburgh Turnpike connected Athens with Schoharie, and a spur was built to link Athens with the Susquehanna Pike out of Catskill. Later railroad projects were advanced, and one was finally built in the 1860s in an effort to bring traffic to its doors. This railroad is referred to in another

chapter. In 1825 Athens and the city of Hudson shared the cost of a ferryboat to cross the stream.

In 1907 D. R. Evarts gave funds for a public library, which was named the Evarts Memorial Library. A modern water system was built in 1926, drawing its supply from Hollister's Lake. The village has brick, cider and other industries. The Athens National Bank was formed in 1916. The "Herald" dates from 1938; the "News" was founded in 1886.



Main Street Looking North, Catskill

Industries include brick making, shipbuilding and pocketbook making. The Lenahan shipbuilding yards were acquired in 1942 by the Imperial Life Boat Company and the Athens Drydock & Shipbuilding Company. Another plant is the Athens Pocketbook Manufacturing Company.

OTHER TOWNS

New Baltimore, like Athens, is a long-established fishing and boat-building center. A gristmill was built on Hannacrois Creek in 1780. Paul Sherman built schooners for the West India trade in 1815. Baldwin's shipyard was founded in 1830. The Dutch Reformed

Church was organized in 1823. The Methodist edifice was erected in 1856. The village is a residential suburb of Albany.

There is still standing at Greenville the house of Major Augustine Prevost, a former British army officer. His farm consisted of seven thousand acres, patented to him in 1764. He served in the French Colonial wars with the 3d Royal American Regiment. He had other large land holdings. The residence was built in 1794. Major Prevost opened a real estate office and sold land at reasonable prices. He built a schoolhouse for his own tenants and those of the vicinity, and seems to have been highly regarded. Aaron Burr, his legal adviser, had an office on the estate. The region is in a farming section. The Greenville "Local" was founded in 1932. The village high school was formerly the free academy. A central school has been built. Fire insurance companies have erected a modern office building.

Windham had the first log cabin in the town. It is a popular summer center, with summer hotels and a golf course at Brooklynne. One hotel is over a century old. The First National Bank was formed in 1922, Country Club in 1929. The "Journal" was begun in 1857. Oldest of the churches is the Windham Presbyterian Church, 1803. A new school was built in 1914. There is extensive poultry and potato raising in the vicinity.

Zadock Pratt, native of Rensselaer County, and a man of unbounded energy, conducted a store in Lexington prior to founding his huge tannery at Prattsville, where he built a village on the Schoharie Creek of one hundred houses. It was one of the largest tanneries in the country. Hemlock bark was finally exhausted and the operations ceased, but Pratt has left his memorial carved curiously on the rocks above the village, painted white. Hoopmaking was long an industry in the village. The village is now a farming and dairy center.

William A. Bullock, born at Greenville, 1813, did some of his work as an inventor at Prattsville in his development of the rotary printing press. The Prattsville "News" was founded in 1855. The Union Free School, founded in 1842, was rebuilt in 1905. Creamery buildings are in the village.

Ashland had a Collegiate Institute in 1854, founded under Methodist Church auspices, its pupils coming from long distances. It was burned in 1859. First permanent settlement was made in 1788 by Elisha Strong. This is now a summer center.

The mountain towns have contributed much to the prosperity of the county. Many of the judges and business men who eventually settled in Catskill because of its advantages as the county seat, were natives of these towns.

The town of Halcott, smallest in the county, is cut off from other towns by a barrier of mountain ranges. Within the last few years a road has been built over the mountains to West Kill, connecting with the town of Lexington. Here the first frame house was built in 1813. At Jewett the Buell Brothers had a saw and gristmill in 1800 and later machinery for carding wool and a smithy with a trip-hammer operated by water power. Laban Andrews had the first tall clock and a sun dial.

These towns are still unspoiled by the large industries of river towns and have inspiring views. The railroad, a branch of the old Ulster & Delaware to Tannersville, has been eliminated, but bus lines run from New York to Oneonta and from Catskill along the Mohican Trail.

CAIRO

The town of Cairo, like Greenville, had its patroon, so called, James Barker, an English lawyer, who settled at Woodstock.

At Cairo was organized the Greene County Bible Society, in 1815, antedating the American Bible Society, formed in New York City the next year. The village is the home of the agricultural society with its county fair and race track. In that town is the county home, once the dreaded goal of the penniless, now a pleasant refuge, whose inmates are well cared for. In Revolutionary days Cairo was the scene of a massacre of the Schermerhorn family, only one member of which was saved.

Cairo is a busy summer center, with modern facilities. The First National Bank was established in 1924. A new school was built in 1925. The village has many community activities, an energetic chamber of commerce, hose company and four churches. There are one hundred boarding houses in Cairo and vicinity, including the suburbs, among which are Purling, Acra, Round Top, South Cairo and Woodstock.

TANNERSVILLE

Tannersville, which describes itself as the "gem of the Catskills," has as many as twenty thousand visitors in summer. Its noteworthy facilities include swimming pools, lake, tennis courts, a Red Cross Hospital, airport and other features. The community has one of

the finest central schools in the State, with a supplemental school at Hunter. Pioneer tanning industries gave the village its name. These were established in 1817 by Colonel William Edwards. Nearby are Onteora and Elka Park colonies, containing fine summer residences. At Platte Clove, east of Tannersville, is the New York City Police Department Recreation Camp.

HAINES FALLS

Haines Falls, at the head of Kaaterskill Clove, is one of the beauty spots of the mountains. Many summer residences and hotels are in the vicinity of the high falls. Twilight, Sunset and Santa Cruz parks are nearby colonies. Palenville is near the old terminus of the Otis Elevating Railroad, which though long since removed, is still vividly recalled in the region. The Catskill Mountain House is in the vicinity. The village community building at Haines Falls, containing the library, was built in 1907 by the Methodist Church. Immaculate Conception parish dates from 1838.

BRIDGES

Leeds Bridge was built of stone, according to an old account book, in 1760. The two arches of the eastern end remained intact until 1937, but the western end was several times swept away by floods, for it was in 1792 that the Catskill "Packet" states that "in July of 1792 was completed the erecting of a bridge over the Catskill Creek about five miles from Landing on the great road to the back settlements. This bridge for magnitude and elegance of structure is inferior to none in the State."

This bridge stood until 1937, when it was badly damaged by high water. The State engineers planned a new iron or concrete structure, but the Greene County Historical Society, backed by public opinion, prevailed. The new bridge of stone is much wider than the old, but the general plan has been followed, the blocks of limestone being numbered and replaced as a facing.

The first concrete bridge over the Catskill Creek was built in 1907 and was replaced by another for the new 9W Highway which passes along the western edge of the village. Beyond the viaduct a turn to the right leads to the new Rip Van Winkle high level toll bridge across the Hudson to Columbia County. The bridge opened in 1935, is approximately a mile long. Construction cost was \$2,170,-654. During January, 1942, 25,389 cars crossed the bridge.

Near the entrance to the Rip Van Winkle Bridge is the home and studio of the late Thomas Cole, founder of the Hudson River "school" of painting. He was the first to break the European art tradition, by developing the American scene. He painted many scenes in the Catskills.

The bridges of the Susquehanna Turnpike Company, almost without exception, were built of stone similar to that of the Leeds Bridge. A large one at Durham was allowed to remain when the present State Road was built, and a smaller one has also been preserved. These bridges are monuments to the pioneer builders. The heavy blocks of sandstone were put in place by man power and the rude machinery of 140 years ago with accuracy and artistic skill, and drawn from distant quarries by ox teams.

In 1801 across the creek at Catskill was built a toll bridge. This was a drawbridge. People came miles to see it. Its incorporators were: Joseph Graham, Garrette Abeel, John M. Canfield, George Hall and Solomon Chandler. This bridge in 1870 became the property of the town of Catskill. A second bridge was built in 1881-82. Foot passengers paid three cents to walk across the first bridge, two-horse carriages twenty-five cents, four-horse carriages thirty-one cents.

SCENIC FEATURES

Greene County has developed from the wilderness of the 1600s into a county of good roads, educational and religious advantages, and has the most diversified scenery of any county in the State. Its lakes are few, its streams, cascades and waterfalls many. It has broad valleys, high wooded mountain peaks, rocky ridges and deep glens. There are three cloves or rocky mountain passes, two of which (Platte and Stony cloves) originate in another county, but all reach the town of Hunter.

Kaaterskill Clove, entirely within Greene County boundaries, is rich in scenic beauty. The modern highway and a souvenir shop fail to take away the glamour of Indian legends, for the old woman of the mountains sometimes on an October day unexpectedly empties her feather bed down the gorge, and when ice and snow predominate it is still inspiring. South Mountain was the scene of Rip Van Winkle's long sleep and when a thunder storm sweeps along the mountainside one can still hear the sound of Henry Hudson's ninepins.

This road leads to the Schoharie Valley or, turning at Hunter, connects with the "Mohican Trail," which, leaving the old Susque-

hanna Turnpike at Cairo, climbs the mountainside to the Batavia or Windham Valley. Along this road one looks down on a panorama of the Hudson Valley stretching north to Albany and beyond the river to the Eastern States. A short distance up the Mohican Trail one encounters a change of atmosphere and meets the cooler breezes of the mountains. At the top was once the home of Barney Butts, a noted hunter and trapper of bears. The trail continues to Ashland and Prattsville.

The Rip Van Winkle Trail leads from Catskill through the resort regions of Kiskatom, Haines Falls, Hunter, Jewett Center, Lexington, linking near Prattsville with the Mohican Trail.

Catskill Park, a region of mountains and forest lands, contains five hundred and forty-four thousand acres, of which the State of New York owns two hundred and thirty-two thousand. The park, partly in Greene County, is under the control of the State Conservation Commission. There are hiking trails and camp sites in the preserve. The mountains range up to a height of about four thousand feet above sea level. Their summits are broad, wild and rocky, and declivities steep. A branch from the main range extends northwesterly, separating the towns of Durham and Cairo from Windham and Hunter. Another range extends between the towns of Halcott and Lexington. The eastern half of the county is hilly and broken. An irregular line of bluffs extends along the Hudson at a height of about one hundred feet and parallel to these, two to four miles further west, is a range of hills five hundred or more feet above the river. These highlands are called the Potick Hills.

Villages of considerable magnitude grew up along the Schoharie, Batavia and West kills during the era of the tanneries. When the hemlock sources ceased, the mountains lapsed again into silence in large part until the resort era dawned. Modern highways have opened to the public a notably picturesque and healthful region.

COUNTY LEADERS

Among the famous leaders of the county have been former governors of the State, Washington Hunt, of Ashland and Lucius Robinson, of Windham; Thurlow Weed, born in Acra, journalist and political leader, friend of Lincoln; Judge Leonard Bronk, Coxsackie; Lyman Tremaine, Oak Hill, former State Attorney-General; Emory A. Chase, Catskill, a judge of the Court of Appeals. Artists identified with Catskill included Thomas Cole, Ralph A. Blakelock, Adolphus D. O. Browere and B. B. G. Stone. Bishop Daniel Tuttle, who

became presiding bishop of the Protestant Episcopal Church in America, was born at Ashland.

William A. Bullock, Greenville born, was the inventor of the modern rotary printing press, which speeds newspaper production. He was trained as a machinist and in early years made hay and cotton presses. He began publishing a newspaper in Philadelphia in 1849, but removed to Prattsville in 1851, where he made a wooden press turned by a crank. The next year he devised a self-feeder. He



St. Anthony's Seminary, Catskill

went to New York City, where he constructed a fast press for Frank Leslie's "Illustrated Weekly." He continued his work until he perfected an automatic feeding rotary web press printing on both sides, revolutionizing the art of printing. One of his machines attained a speed of twelve thousand copies an hour. He was fatally injured in 1867, when setting up one of his presses for the Philadelphia "Ledger."

Census data listed 1,653 farms in Greene County in 1940. Value of farms and buildings was placed at \$10,312,328. There were produced 1,264,978 dozen of chicken eggs in 1939. The apple harvest totaled 250,998 bushels.

The county's area is 643 square miles and its 1940 population 27,926.

The Greene County Medical Society was organized in 1806 by Dr. John Ely.

In the Civil War men from Greene County served in the 80th Infantry (20th New York Militia), the 44th Infantry (Ellsworth Zouaves), 15th New York Artillery and other commands.

The Greene County Agricultural Society was formed in 1819, with the first cattle show and fair at Cairo. Anthony Van Bergen was the first president.

CHAPTER XXVIII

Schenectady County

Famous Electrical and Locomotive Center—Early Settlement—Alexander Lindsay Glen—Arent Van Curler—Schenectady Made a Borough, 1765—City, 1798—Early Industries—Ellis Family of Locomotive Builders—Westinghouse Company—Citizens Raise a Fund to Bring Edison Machine Works to City, 1886—General Electric Company Makes Schenectady Its Headquarters, 1894—Phenomenal Growth of City—Research Laboratory—WGY is Born—Helderberg Television Station Rebroadcasts New York City Programs—Owen D. Young Retires—City Manager Plan Voted, 1935—The Modern City—Music and Drama—Towns of the County—James Duane—General William North—Princetown—Niskayuna—Early Fur Trade—Rotterdam—The Great Flat—Glenville, Old Indian Paths—The Commons, a Unique Feature.

Schenectady County began as a farming and fur trading community and has gained world-wide repute as the home of America's electrical industry, and as a builder of locomotives. The word "Schenectady" has been translated "end of the pine trail." The name originally was applied to both Albany and Schenectady, which were at the ends of the overland path through the pine woods between the Mohawk and Hudson rivers. The trail is as old as aboriginal occupation.

The pioneer settler in the county, Alexander Lindsay Glen, in 1658 bravely acquired land from the Mohawks and built a house on the north shore of the Mohawk, naming the site Scotia, for his native Scotland. The Glen-Sanders house of 1713, a modern landmark, stands near this original site, and is in possession of descendants of the pioneer. Claes Andries De Graaf settled about the same time at Graven Hoeck.

In 1662 Arent Van Curler, former commissary for the patroon Van Rensselaer at Albany, led thither a group of Dutchmen who bought lands from the Indians and established a joint proprietorship

with the sanction of Petrus Stuyvesant, last Dutch Governor of New Netherland. They settled on the south shore of the Mohawk, naming the community Schenectady. Soon after they divided the rich alluvial flatlands which extended five miles westward along the south shore, which they called "the bouwlandt." Farms adjacent to the flats were also allotted, Van Curler's adjoining the waterfront near the present Great Western Gateway Bridge. In 1670 Daniel Janse Van Antwerp built a house west of Schenectady, in Rotterdam, which still stands.

Schenectady was enlarged to township dimensions in 1674. The community was in charge of five commissioners with rather indefinite authority until November 4, 1684, when Governor Thomas Dongan granted a patent to the five trustees and extended the territory. The massacre of 1690 decimated the settlement, but it was promptly reestablished and again prospered. Schenectady was chartered as a borough town October 23, 1765, Westchester being the only other borough in the Province. In 1772 it was incorporated as a district of Albany County; on March 7, 1788, it was set up as a town; and March 26, 1798, Schenectady became a city. The first mayor was Joseph C. Yates, who became Governor of the State in 1823. With the establishment of Schenectady County on March 7, 1809, the attachment to Albany County, of which it had been a part for 125 years, was severed. Schenectady city became the county capital. The first county officers were: Gerrit S. Veeder, first judge; Peter V. Veeder, clerk; James V. S. River, sheriff; and William J. Teller, surrogate. The first courts were held in city hall, afterwards in the West Building of Union College until the courthouse was built.

The county is the smallest in area in the State next to Rockland County, and excepting the five counties of present New York City, extending about fifteen miles north to south and twenty-five miles east to west. Due to the early township boundaries, it spreads across the Mohawk to include the town of Glenville. It is bordered by Saratoga, Albany, Schoharie and Montgomery counties. The area is 206 square miles and the population (1940), 122,494. A tract on the north side of the river was anciently called "Maalwyck," because of an eddy in the Mohawk which forms a lake there. The section west of the city was early known by the Dutch as the "Woestina," or wilderness.

Richard Smith, writing in 1769, described Schenectady as follows:

"According to our conjecture, the town contains about 300 Dwelling Houses besides Out Houses, standing in 3 Prin-

cipal Streets nearly East and West; these are crossed by 4 or 5 other Streets. Few of the Buildings are contiguous, some of them are constructed in the old Dutch Taste generally of wood but sometimes of Brick, and there may be 6 or 7 elegant Mansions without including a large Dutch Church with a Town Cloc, a Presbyterian Meeting House and a neat English Church now finishing off, containing a particular Pew for Sir William Johnson adorned with a handsome Canopy supported by Pilasters.

"There are no Wharves but a public Landing or Two at the ends of the Streets where the Batteaux bring the Peltry and wheat from above. These Batteaux which are built here are very large. each end sharp so that they may be rowed either way."

In the Revolution, Christopher Yates was chairman of the Schenectady Committee of Safety and as lieutenant-colonel of Schenectady militia helped resist the Burgoyne invasion. Companies of militiamen were headed by Jelles Fonda, Cornelius Van Dyck and John Van Patten, on the outbreak of the war, two more companies soon being added. Many Schenectady men served under Colonel Abraham Wemple in the relief of Cobleskill in 1778 and in other actions. General Washington was welcomed in Schenectady, with formalities, June 30, 1782.

In an address to the magistrates and military officers of the town, Washington expressed the hope that the young Nation would be victorious in the war and "finally compel our enemies to grant us that peace upon equitable terms which we so ardently desire."

"May you and the good people of this town," he said, "in the meantime be protected from every insidious and open foe, and may the complicated blessings of peace soon reward your arduous struggles for the establishment of the freedom and independence of our common country."

The city was an early river transportation center, with extensive boat building on the Binnekill. It gained additional growth as result of Erie Canal of 1825 and the railroad development, which began in 1831 with the Mohawk & Hudson. The locomotive industry was established in 1848, financed by local capital, and was operated for half a century by members of the Ellis family. In 1901 it was taken over by the American Locomotive Works. Broom corn growing flourished for several decades, as did broom manufacture, finally

moving to the Mississippi Valley. Henry Ford recently acquired a broom corn seeder made by Van Patten, the Schenectady pioneer in this industry.

Schenectady gained early fame as an education center. Schenectady Academy was founded in 1785, the Reformed Dutch Church, Rev. Dirk Romeyn, pastor, raising the funds for the building. There had been schools in earlier days as appears from records of the Dutch and English periods. Dominie Peter Tasschenmaker conducted a school in connection with his church before the Schenectady massacre and Howell and Munsell record Peter Felinck as a school teacher in Schenectady in 1725. Felinck, moving to Alplaus in 1748, wrote to Colonel William Johnson offering to sell his house and lot in Schenectady for two hundred pounds. Efforts of several religious denominations were represented in the establishment of the academy and ten years later, when Union College was chartered, it was named to reflect this bond of interest and became non-sectarian.

In 1856 the Westinghouse Company located at Schenectady, removing from Central Bridge. George Westinghouse, Jr., invented and perfected the air brake in 1869, but unable to obtain his father's support for its manufacture, established a factory at Pittsburgh. His father continued to make threshing machines and other agricultural equipment.

During the Civil War, Schenectady County men enlisted in the 134th Regiment, New York Volunteers; 18th and 91st Infantry, 2d Cavalry, and other commands. Parts of the machinery for the "Monitor," which made naval history in its battle with the "Merri-mac" at Newport News, were made at the Clute Brothers' Foundry, the hull plates being rolled at Troy.

The foundry was located on the Erie Canal near Union Street. Schenectady also made locomotives for the Union Army during the war. The city was credited with 2,110 men serving in the war, but there were probably more.

Schenectady's importance as a railroad center was increased by the extension of the lines of the Delaware & Hudson from Duaneburg to Schenectady in 1872; building of the West Shore in 1883 and extension of the Boston & Maine to Scotia in 1884. The New York Central had important car shops in the city for many years.

Schenectady's first railroad station on Crane Street (Mohawk & Hudson) stood until 1921. The original terminus of the Saratoga & Schenectady Railroad, completed in 1832, was at Water and Railroad streets, the road running in a cut to the Mohawk River bridge

on which it crossed. These roads with the Utica & Schenectady in 1836 and the Troy & Schenectady, 1843, raised railroading to a leading place in the community. The establishment of locomotive building followed with the aid of far-sighted citizens who raised \$40,000. They invited the Norris Brothers from Philadelphia to take charge of the locomotive business in 1848. They were succeeded in 1851 by John Ellis, who with a group of local men reorganized the enterprise as the Schenectady Locomotive Works. The Ellis family were leaders in the industry for fifty years, when the American Locomotive Company was formed. The plant has become one of the largest in the country. The first locomotive made weighed twelve tons and was used on the Utica & Schenectady. The company now makes huge engines weighing up to nearly five hundred tons.

It is headed by William C. Dickerman, chairman, and in 1941 had shipments amounting to more than \$72,700,000. Seven thousand persons were employed in the plant at that time. Tank construction was begun under government contracts in addition to other work.

GENERAL ELECTRIC COMPANY GROWTH

The great growth of Schenectady, however, has come from the Edison Machine Works, established in 1886, which evolved into the General Electric Company. Public-spirited citizens who raised a \$7,500 fund brought about the great change in the city's destiny. The story is told that Edison, whose machine works were in Goerck Street, New York City, had learned from an assistant of two available buildings at Schenectady. These had been built about 1880 by Walter McQueen, former superintendent of the Schenectady Locomotive Works, who organized the McQueen Locomotive Works after a falling out with Ellis. McQueen never occupied the buildings, nor did he finish them. Edison's agent saw them in 1886, with the result that Edison offered \$37,500, all he had available, for the property. A price of \$45,000 had been set by the Stanford estate, which had invested \$72,000 in the buildings. Colonel Robert Furman, John A. De Remer, Charles Stanford, Jr., William G. Schermerhorn, Judge A. P. Strong and other civic leaders set out to raise the fund needed to complete Edison's purchase, and in a last minute drive obtained the necessary \$7,500. Colonel Furman was afterward called the "Father of Greater Schenectady" for his leadership in the project. De Remer closed the deal with Edison in New York. Half of the last \$500 was contributed by Jonathan Levi and half by Colonel Furman, who increased his original subscription.

Edison brought several hundred workers to Schenectady that year. The company grew steadily, manufacturing dynamos and other electrical machinery. In 1889 the works became a part of the Edison General Electric Company and, in 1892, was the largest plant of the General Electric Company on consolidation of the Edison company with the Thomson-Houston Electric Company, of Lynn, Massachusetts. Schenectady's population of fourteen thousand in 1886 had grown more than twenty-one thousand in that time. In 1894 the General Electric made Schenectady its headquarters, since which time it has enjoyed a phenomenal acceleration. The population rose to 31,682 in 1900; to 72,826 in 1910; 88,723 in 1920; 95,692 in 1930; in 1940, 87,549, and in 1941 was estimated at over 115,000, due to the enlargement of operations connected with national defense. From the original two small buildings, the company has grown to occupy more than 365 structures, on a ground area of over 645 acres, according to 1940 figures. Many additional buildings were erected in 1940-1941. Employment exceeds twenty-eight thousand. It is the largest industrial plant in New York State.

General Electric's development at Schenectady is filled with events which have wrought far-reaching changes in modern life. The company has produced more than half of the steam turbine-generators in use in this country. These huge rotors have made it possible for power companies to reduce rates, some of these single machines being able to light a sizable city. Production of large steam turbine-generators was begun at Schenectady in 1903. Waterwheel electric generators for hydro stations are produced at Schenectady, as are large electric motors used in practically every branch of industry; refrigerators; ship propeller shafts and equipment; electric-drive turbines; wire and cable; vacuum tubes; porcelain insulators; radio transmitters. Diesel-electric locomotives are made in conjunction with the American Locomotive Company. Announcement was made in 1941 of a fifty million dollar expansion of buildings and equipment.

The company's orders received for all types of goods in 1940 totaled six hundred and fifty-four million dollars and, in 1941, exceeded one billion one hundred and thirty-two thousand dollars (\$1,132,837,000), shared in by twenty or more other plants of General Electric in various parts of the country.

In 1900 the company established its research laboratory, which has made Schenectady a scientific rallying place known the world over. Among its distinguished technicians may be listed Dr. Willis R. Whitney, the original director of research; Dr. Irving Langmuir and Dr.



(Courtesy of Schenectady Chamber of Commerce)

City Hall, Schenectady

W. D. Coolidge. The late Dr. Charles P. Steinmetz, mathematical genius, here accomplished his brilliant work. He was a Schenectady resident from 1894 to his death in 1923, and played a prominent part in civic life.

International General Electric Company was formed in 1919 to market GE products in foreign lands. The Schenectady GE laboratory has produced such important developments as the ductile tungsten filament; gas filling of incandescent lamps; the Coolidge X-ray tube and the high vacuum power tube which has made radio broadcasting possible. Another research center, the General Electric Engineering Laboratory, deals with new ways of measuring electricity. Electrical methods have been adapted to the measurement of color, sound and vibration.

The fortieth anniversary of the founding of the research laboratory was celebrated December 17, 1941, by the General Electric Company, which paid tribute to Dr. Whitney. The laboratory from modest beginnings grew to occupy a seven-story building in a little more than ten years and a second large building of six stories was added fifteen years later. The value of independent research has been proved many times over since Dr. Whitney began his work.

Dr. Langmuir received the Nobel chemistry prize in 1932. He developed the gas filled incandescent lamp; atomic hydrogen welding and the high powered vacuum tube. Dr. Coolidge produced the X-ray tube and the first high powered cathode ray tubes, W. L. R. Emmet was a leader in turbo-generator development, and Dr. E. F. W. Alexanderson made important contributions to radio.

The late Charles A. Hoxie, who died in 1941 at his home in Alplaus, was the inventor of the sound film used in motion pictures. He was with the Hudson River Telephone Company at Schenectady before joining the General Electric's general engineering laboratory. During the First World War, while working on radio transmission at the Navy Station at Bar Harbor, Maine, he devised a method of radio recording at high speed, which led to his development of the pallophotophone with which sound was photographed on film.

The first "talkie," featuring Al Jolson in "The Jazz Singer," had its première in a small Schenectady movie house in State Street, February 2, 1927. The process involved use of the photo-electric cell for reconversion of the sound.

In radio and television, Schenectady, through General Electric has participated in amazing progress. Radio station WGY went on

the air February 20, 1922, at 7:45 P. M., beginning a notable career. Its initial power of one thousand five hundred watts was soon increased to five thousand watts. The first radio drama was presented August 3, 1922, Eugene Walter's "The Wolf." On October 5, 1922, WGY first broadcast a world series baseball game. On August 22, 1928, WGY broadcast the first remote television pick-up, television cameras recording action of Governor Alfred E. Smith at Albany during his address accepting the Democratic presidential nomination.

In 1925 two short wave stations, WGEA and WGEO, began exploring the short wave region. The stations now operate on four frequencies, sending programs to Europe and South America. On May 22, 1930, General Electric engineers projected television upon a large screen for the first time before a theatre audience at Proctor's Theatre, Schenectady.

In 1939 an experimental television station was put into service in the Helderberg Mountains overlooking Schenectady, and a new television studio was built subsequently at State Street and Washington Avenue, Schenectady. The first long distance reception of modern high definition television took place June 10, 1939, at the Helderberg station, where, 129 miles from New York City, engineers received pictures of King George and Queen Elizabeth touring the World's Fair. Network television was put into service in 1941, when a new relay station and transmitter—W2XB—in the Helderbergs began rebroadcasting New York City television programs in the Albany-Schenectady-Troy area. In November, 1940, color television was demonstrated in the Schenectady home of Dr. E. F. W. Alexanderson.

General Electric insures its workers; has a profit-sharing plan; adjusts wages to living conditions and makes other provisions for the welfare of employees.

Owen D. Young, chairman of the board of General Electric, and Gerard Swope, president, retired after being in these posts since 1922. Philip D. Reed, assistant to the president, was elected chairman, and Charles E. Wilson, executive vice-president, as president, as of January 1, 1940. Mr. Young resumed his residence at Van Hornesville, where he has taken an active interest in dairying.

CITY'S MODERN PROGRESS

Because of its principal industries, Schenectady is known as the city which "lights and hauls the world." The American Locomotive Works occupies ninety acres and is capable of turning out three loco-

motives daily. Its operations have been greatly augmented by tank production. Other plants in the city include the Mica Insulator Company, established in 1892 by an Edison worker; Schenectady Varnish Company, Maqua Company and Weber Electric Company. In 1940 Schenectady had 114 industries with 25,366 wage earners and annual wages of \$43,410,388 (General Survey of Schenectady; Chamber of Commerce—1940).

Schenectady's street railways, begun in 1886 as a horse car road, were electrified in 1891. The Westinghouse Illuminating Company, founded in 1886, became a part of the Adirondack Power & Light Corporation in 1922.

During the World War more than six thousand youths went from Schenectady, including Companies E and F and the Machine Gun Company, 105th Infantry, 27th Division, which took part in smashing the Hindenburg line. A fine new armory has been built.

The Schenectady General Depot in South Schenectady, occupies a 210-acre tract and is used by the Quartermaster Corps, Medical Department, Ordnance Department and Corps of Engineers. A nine-hole golf course is maintained for officers and personnel and there is an officers' club.

Attention was attracted to the city in 1911 when George R. Lunn, pastor of the First Reformed Church, was elected mayor on the Socialist ticket. During his administration Charles P. Steinmetz served as president of the common council and as a member of the board of education. In 1925 a city manager plan of municipal government was proposed, but suffered defeat at the polls. In May, 1934, eighty citizens of Schenectady organized the Charter League and appointed an executive committee with P. L. Alger as chairman. The league's platform was to seek a simple, businesslike form of government for the city, regardless of party lines. The league studied various possible forms of city government and decided to back Plan C, the council-manager form. The league organized workers throughout the fourteen wards, and the election was carried in November with only four of the seventy-seven city election districts opposing the plan.

Legal suit was instituted by opposition to prevent the election. Richmond D. Moot, leader of the Plan C movement, defended the action in the Court of Appeals as a friend of the city. The court decided the plan was legally adopted and the first city council under the city manager plan was elected in November, 1935. C. A. Harrell became the first city manager. Robert W. Baxter was chosen mayor.

Attempt was made a few years later to adopt the proportional representation method of voting.

The city is unusual in that six per cent. of its population are college graduates. The public library has one hundred and nine thousand volumes; Union College Library, one hundred and six thousand; school system, seventy-three thousand; county law library, four thousand one hundred, and Schenectady Historical Association one thousand four hundred.

There are seventy-eight churches, the oldest being the Dutch Reformed, established in 1682. St. George's, organized in 1735, occupies an edifice rated the oldest Episcopal Church in the State. Other churches were established as follows: Presbyterian, 1770; Methodist Episcopal, 1807; Baptist, 1822. The first synagogue was established in 1856. St. John's Roman Catholic Church's first edifice was built in 1839.

Medical care is furnished by Ellis Hospital, which accommodates 381 patients; City Hospital, thirty-five-bed capacity, and Schenectady County Tuberculosis Hospital (Glenridge Sanitarium). The Young Men's Christian Association has one of the finest buildings in the State with 205 dormitory rooms. The Young Women's Christian Association has gymnasium facilities and seventy-five dormitory rooms. There are five hotels. Water supply is from Bevis Hill Reservoir, Niskayuna, gathered from wells. There are eighteen grade schools, five junior high schools, a vocational school and two senior high schools besides six parochial grade and two parochial high schools. Musical and dramatic organizations flourish. There are twelve parks, largest being Central Park, with summer and winter sports, including an eighteen-hole golf course. The latter, with the clubhouse, was a \$750,000 project.

Banks include the Citizens Trust, 1906; Mohawk National Bank, 1807; Schenectady Savings Bank, 1834; Schenectady Trust Company, 1902; and Union National Bank, 1891.

Earliest newspapers in the county included the "Mohawk Mercury," 1796; "Western Spectator," published before 1807; "Schenectady Cabinet," 1809; and "Mohawk Advertiser," published by Ryer Schermerhorn in 1810. The present Schenectady dailies are the "Gazette" and "Union Star." The "Star" was founded in 1855, "Union" in 1865, consolidating in 1911. The "Gazette," founded as a weekly in 1869, became a daily in 1894.

Completion of the Great Western Gateway Bridge over the Mohawk River in 1935 by the State was a major traffic improvement.

The bridge has twenty-three concrete arch spans, and is about a mile long, including approaches. It was built at a cost of \$2,138,938.

Bellevue and Mont Pleasant were annexed to the city in 1903 and Woodlawn in 1923.

The Mohawk Drama Festival was established on the campus of Union College in 1935. A distinguished company under the direction of Charles Coburn presented a series of plays each summer until the present war.

The Civic Music Association has more than two thousand two hundred members and presents four concerts yearly. Other active groups are the Civic Players, Schenectady Choral Club, Schubert Club, Schenectady Symphony Orchestra, Thursday Musical Club and Octavo Singers.

Dr. Archibald H. Adams was the first president of the Schenectady County Medical Society, formed in 1810.

Assessed valuation of the city in 1940 was \$154,680,565.

Among the points of interest in the city are the city hall, of Georgian Colonial style (1931); St. George's Episcopal Church, begun 1759, finished 1766; Mohawk Club, site of Arent Van Curler's home; Schenectady County Historical Society Building, containing many valuable collections; Indian statue, marking site of Queen's Fort, 1705; Schonowee Village, PWA housing project erected in coöperation with Municipal Housing Authority; Abraham Yates house, erected about 1720; Dutch Reformed Church, erected 1862; Union College; Robert Sanders home, built about 1750.

The Schenectady Museum occupies the former county home. The stockaded area in Colonial days occupied approximately four city blocks, bounded by State, Ferry and Front streets and Washington Avenue. The Christopher Yates house, 26 Front Street, was the birthplace of Governor Joseph C. Yates. At 17 Front Street is Governor Yates' residence, dating from 1735. The Schonowee village is at Hamilton and Millard streets and consists of five apartment dwellings with accommodations for 219 families, at a rental of six dollars and a half a room.

James W. Liddle was elected county judge in 1938. Representative Frank Crowther was president of the Schenectady Common Council, 1917-19. He was elected to the Sixty-sixth Congress, and subsequently, from the Thirtieth Congressional District.

Leading products of farm communities in the county are milk, vegetables, poultry, fruit and honey. Milk production totals 2,451,000 gallons annually and 337,005 dozens of eggs are produced.

A large suburban development has taken place. Hundreds of small homes, cottages and bungalows have been built in the last decade in Rotterdam, Niskayuna and Glenville by industrial employees of Schenectady.

The Schenectady Airport, one of the best in the State, lies three miles north of the city. It contains 195 acres with three thousand-foot runways in four directions, and is equipped with two hangars, passenger station, administration building, beacon, boundary and floodlights. Plans for enlargement were announced in 1942.

A citizen organization in 1928 established the Schenectady Bureau of Municipal Research to serve the city and environs as a non-partisan, scientific agency in promoting governmental economy and efficiency. (Consult earlier chapters for history of the founding of Schenectady, Schenectady Massacre, Colonial wars, Revolution, and Union College.)

THE TOWNS OF THE COUNTY

By Percy M. Van Epps, Schenectady County Historian

DUANESBURG

Duanesburg, largest town of Schenectady County, has an area of 43,838 acres, and includes the highest points in the county, 1,440 feet above sea level. Schoharie Creek forms most of its western boundary. Principal interior streams are the Normans Kill, South Chuctenunda and the Bozen Kill. The first purchase in the area was made about 1740 by Anthony Duane, former officer in the English Navy. He died seven years after his acquisition of six thousand acres of this then wild and uncleared area, never having seen it. James Duane, one of his four sons, acquired the tract, adding about forty-six thousand acres. Duane induced eleven families from Frankford, Pennsylvania, to settle there under individual contracts stipulating annual rent of fifty-five pounds for ten consecutive years; thereafter to pay to Duane and his heirs forever, on the first day of January, one pair of fat hens. Duane, spending his youth with Robert Livingston, in his manor on the Hudson, and whose daughter he married, seems there to have acquired the notion of feudal tenures, a system that led to the anti-rent wars.

The principal villages of Duanesburg are Quaker Street and Delanson, the latter being at the junction of the Schenectady branch with the main line of the Delaware & Hudson Railroad. Delanson is a name derived from that of the railroad. Quaker Street, on State Route 7, was settled in 1790 by Quakers. The Friends meetinghouse still stands. An annual summer meeting is conducted. Duanesburg,

where Route 7 intersects the Great Western Turnpike, U. S. 20, is a thriving village. Mariaville, in the north part of the town, is on Mariaville Pond, an artificial lake nearly two miles in length, enclosed by a cottage colony. This was once a swampy tract known as "Great Meadows." In 1793 Duane, proprietor of the town, dammed the stream.

Duane set aside an area a mile west of the village termed Town House Square. Here he erected an inn, and in 1789 began Christ Episcopal Church, which was finished in 1793. It stands in the original simplicity as built, with high pulpit and white painted box pews. Murals on the walls commemorate Duane and his family, whose remains repose beneath the church.

DUANE

James Duane, a Revolutionary patriot, held high offices. His father, Anthony, came from Cong, Galway, Ireland. James was born in New York City, February 6, 1733. He was admitted to the bar in 1754. In 1759 he married Mary, eldest daughter of Robert Livingston. He was retained in many important legal matters and helped to adjust the disputed boundaries of the colonies of New York, Massachusetts, New Hampshire and New Jersey. He represented numerous descendants of Annetke Janse, who laid claim to the "Duke's Farm" held by the Corporation of Trinity Church, New York City.

Duane was a member of the first Provincial Congress that met in Philadelphia, September 5, 1774, and was closely associated with Patrick Henry, John Adams, Jay, Lee and Franklin. In 1775 he served again in the Congress meeting in New York City. During a recess he attended an Indian treaty at Albany. Here, as recorded in his personal expense account, he paid five pounds for a "silver tobacco box for Abraham, the Mohawk Chief," the intimate friend of Sir William Johnson. Duane represented his district in Congress from 1774 to 1783.

After the close of the war he returned to New York City, finding his home in King Street (now Pine) badly damaged by the British. He was elected to the Legislature that year, 1783, and on February 5, 1784, became mayor of New York. In 1788 Duane was elected a member of the Constitutional Convention at Poughkeepsie, where he voted in favor of ratifying the Federal Constitution. He was nominated by Washington in 1789 to be district judge of the District of New York and served as such until his retirement five years later.

Then he removed to his home in Schenectady, where on February 1, 1797, he died.

THE NORTH HOUSE

A sketch of the town of Duanesburg should include mention of General William North. His famous mansion, "North House," remains one of the historic shrines of the county.

In 1784 came to Duanesburg seeking a site for a home General William North, whose wife was the eldest daughter of Judge Duane. Choosing a site about one mile from the present village of Duanesburg Four Corners, he built the mansion, which is still standing. Its timber came from the surrounding forest. The brick was moulded and fired from clay dug on the estate. Lime for mortar was brought by wagon from the outcrops of limestone on the uplift of the Helderbergs, five or six miles to the south. General North often told of the howling of the wolves at night in the surrounding forest, as if resentful of this intrusion upon their wild haunts.

Born in Maine, William North entered the army under General Washington in his nineteenth year. He served throughout the Revolution, becoming an aide to Baron Steuben. In 1795 and in 1796 North was elected to the State Assembly and made Speaker. In 1798 served also as inspector-general of the army; as United States Senator; and one of the first State Canal Commissioners. In 1810 he was again elected to the Legislature, being, with Henry Glen, the first to represent the newly-created county of Schenectady. He joined in welcoming Lafayette to this country in 1824, and died in 1836. ("History of Duanesburg," George W. Featherstonhaugh. "Year Book Schenectady County Historical Society," 1905-06.)

North's great house, with its many fireplaces and large rooms, some of which are yet today hung with the paper put thereon in the year of its erection, became in post-Revolutionary days the resort for many of North's old companions in arms, among them Generals Popham, Schuyler and the doughty, impulsive Baron Steuben. Oldtimers of the area said when the wind was right the Baron could be heard to swear clear over to Duanesburg Four Corners.

Damming a tributary of the Bozen Kill, coursing through his estate, General North flooded lowland, forming North Pond. Its size has since been increased by adding to the height of the dam. A bronze memorial tablet was placed with appropriate ceremonies on a boulder fronting the historic mansion, in 1934.

PRINCETOWN

Princetown, named in honor of John Prince, member of Assembly and a resident of Schenectady, was taken from the borough township of Schenectady in 1798. This area was mainly acquired by George Ingoldsby and Aaron Bradt, in 1737. William Corry afterward became owner and formed a settlement long known as Corrysbush. Corry sold his holdings to John Duncan, of the firm of Duncan & Phyn, pioneer merchants of old Schenectady. With an area of 15,490 acres, the surface contour of Princetown is quite similar to that of Duanesburg. The highest elevation in the town is 1,420 feet.

The principal stream is the Normans Kill, entering from Duanesburg and crossing the southern part. The Sandsea Kill, a turbulent stream, with a sixty-foot cascade, races down the town's steep northern slope, joining the Mohawk at Pattersonville. Princetown, a hamlet, is also mapped as "Kellys."

On the elevated region in the north part of the town is a basin-like area, in part a continuation of an ancient post-glacial lake. In this tract rise streams that feed the Mariaville Lake, Sandsea Kill and Plotter Kill, which enters the Mohawk in the town of Rotterdam.

A Gas Well—In the extreme northern part of the town, where its sharp triangular point extends to the shore line of the Mohawk, is the southern visible end of the Hoffman Ferry Fault (as it is termed by the State Geologists)—a great, deep dislocation of underlying rock strata that occurred thousands of years ago. Its course can be traced north of the Mohawk to the base of the Adirondacks. Geologists assert this cataclysmic break in the earth's surface fractured rock strata to a depth of more than a thousand feet.

This great rent may have opened a channel to the little known heated rocks deep under the surface, bringing to a well drilled in Princetown, but half a mile from the river, an unexpected flow of natural gas. The flow was capped with difficulty and, promising to be continuous, was piped to the stove and other appliances of the owner's house. This was in 1931-32 and the gas is still rising, but with slightly diminished pressure. The well was drilled to a depth of 278 feet and only a few feet from the line of the great earth fracture.

NISKAYUNA

Niskayuna, most easterly and smallest town of Schenectady County, was settled about the same period as the village of Schenectady. Allusions to earlier settlements are vague and shadowy and

cannot be confirmed. At the time of the burning of Schenectady a small group of settlers lived there. In April, 1690, several of them were slain by French and Indians. Governor Leisler wrote to Governor Treat, of Connecticut ("Documentary History of New York," 1850, Vol. II, p. 131):

"It happened y't last Sabeday, at Nistigione, 12 Myle from Albany, ye people there gathered all in one house & kept watch, the said ffrrench and Indians, finding in the night the houses empty, & perseving their retreat, went in a swamp, the people going in ye mourning, each to their houses, were surprized, 9 Christians, 2 negers were kild & captivated, which must needs incourage the enemie to further attempt if not prevented by a vigorous attake in Canada."

Following so close on the February massacre at Schenectady, this murderous attack on this little settlement at "Nistigione," as Governor Leisler quaintly spells it,* greatly alarmed the whole Colony, and quickly brought about the building of a "substantial Fort" in the desolated area of Schenectady.

Despite the alarms and defensive measures taken, during the next year, 1691, the "French Indians" again raided Niskayuna, attacking two men who went out to "make hay upon Claas de Brabander's land—the most dangerous place in all the Province, kill the one and takes off his skull & what is become of the other we do not know."

Niskayuna, whose northern boundary is the Mohawk River, has a few areas of fertile river flats. The uplands, comprising the larger area of the town, are mainly sandy, well adapted to market gardening, the major agricultural industry of the town. The longest stream and the only one of the town named on the map is the Lisha Kill.

August 5, 1738, a patent was obtained for a tract of two thousand five hundred acres lying to the east and south of the Schenectady Patent extending from the Mohawk River to the manor of Rensselaerswyck by Arent Bradt and Jacob Glen in trust for the Reformed Protestant Dutch Church of Schenectady.

In 1850 Niskayuna was listed as having an area of 10,471 acres, of which 7,922 was improved and 2,549 unimproved. Changes of its boundary adjoining the city of Schenectady have been adopted in recent years.

*Except for the innumerable ways in which Schenectady was spelled (the late Myron Westover found and listed over seventy forms) perhaps no other place-name in Colonial days was spelled in so many different ways as that of Niskayuna.

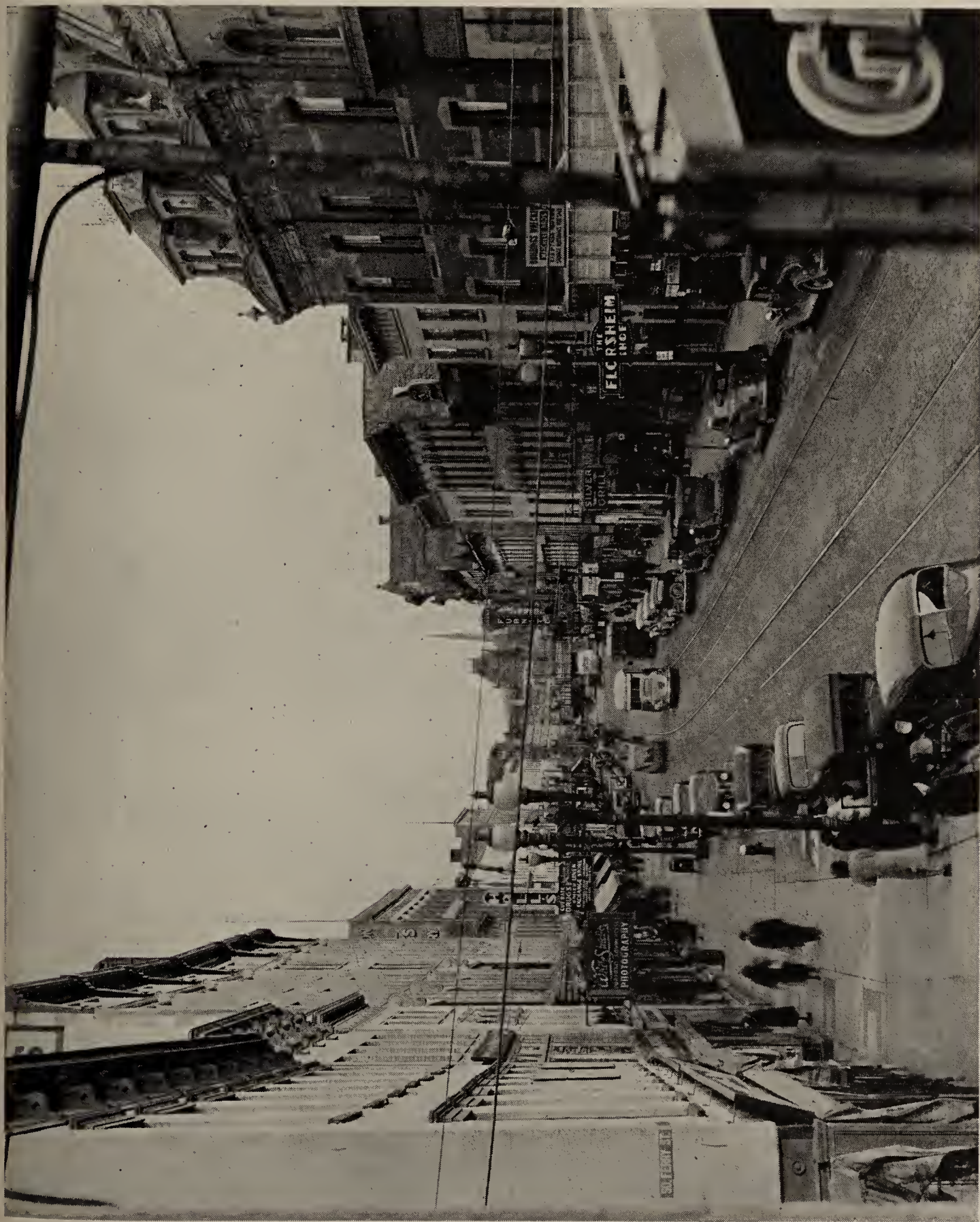
Among the early settlers of Niskayuna were Clutes, Vedders, Van Vrankens, Groots, Tymesons, Pearces, Jansens and Van Bockhoovens. The Krygier (now "Crigier") family also were prominent in the early days; descendants of Captain Martin Krigier, the first burgo-master of New Amsterdam, who, on his retirement from public life, made his home in Niskayuna, where he died in 1713.

It has been said that the settlement of Niskayuna came about like that of Schenectady; a desire to get away from exactions of the Van Rensselaer overlords, light though such were, and to found new homes beyond the limits of the feudalized lands of manorial proprietors. These reasons for the change of location have, however, been far overstressed. There were other and perhaps more cogent reasons for seeking these new home sites. Fort Orange had been settled less than fifty years and among its scanty population there yet were not many who derived their living from the soil. There were, of course, a few farms on the narrow strip of river flats bordering the town and a certain few on lowlands of the nearby Normans Kill.

But save for its tradesmen and its ever-present wrangling politicians, Fort Orange was essentially a trading post, to which at certain seasons of the year came the red hunters from the Mohawks' country and from still more distant regions, with their great packs of peltry; choice beaver and other skins from their season's hunt in the Kunjamuck region, the headwaters of the Sacandaga. This trade in peltry was for many years the chief business carried on in the little town, the buying of furs from the Indians, and shipping them by the thousands to the marts overseas, bringing great profit to all concerned. This traffic was one, perhaps the greatest, factor that finally led a small group of shrewd and far-seeing families to leave Fort Orange and found new homes on the banks of the Mohawk; not only those who settled Schenectady, but also the little group in Niskayuna—locations where they would be better able to intercept the red hunter on his way to Fort Orange, and thus be able to secure first choice from his pack of furs.

That this cause for the removal, rather than a desire to escape manorial exactions, was true is well shown by the legal restrictions against trade with the Indians, at once imposed by the authorities of Fort Orange, upon the shrewd burghers of Schenectady and Niskayuna.

The population of Niskayuna in 1940 was 6,348. The Schenectady-Troy branch of the New York Central's system parallels the Mohawk River. This single-track branch was organized as the



Lower State Street, Schenectady
(Courtesy of Schenectady Chamber of Commerce)

Schenectady & Troy Railroad in 1836, built in 1843, and consolidated with the New York Central in 1853. In recent years passenger traffic has been discontinued. A double-tracked electric road between Schenectady and Troy has recently been abandoned.

ROTTERDAM

The town of Rotterdam was taken from the city of Schenectady, of which it was the third ward, in 1820. It now comprises 21,052 acres.

Along its northern boundary is the Mohawk River, along whose course is a belt of flat land known to the first Dutch settlers as the *Groote Vlachte* or the *Bouwlandt*.

Rising abruptly from this flat is the steep northern front of the Rotterdam Hills, whose chief elevation, the Yantapuchaberg, is 1,420 feet above sea level. This odd-sounding name is said to signify "John-Ear-Of-Corn-Hill." With the opposing hill, Touareuna, in Glenville, when viewed from Schenectady, it forms a storied western gateway of the Mohawk Valley.

The southern slope of the Yantapuchaberg and the adjoining hills, like that of Princetown and of Duanesburg, is gradual, leading to a belt of arable farm land, through which courses the Normans Kill.

Besides the Normans Kill, Rotterdam's other streams are Bonnie Brook, a small tributary of the Normans Kill; the Plotter Kill, which on its way to the Mohawk has cut a deep ravine in the slate and shales of the Yantapuchaberg, and the Poentic Kill, which rising on the eastern slopes, flows through the *Bouwlandt*, joining the Mohawk at Schenectady's western boundary. Along this stream in the early days of the county there were many mills.

Principal villages are: Rotterdam Junction, western terminus of the Boston & Maine Railroad and its connecting point with the West Shore Railroad, and South Schenectady, an important junction of the Schenectady branch, Delaware & Hudson, and the West Shore. The Boston & Maine, crossing the Mohawk, enters the town from Glenville, and has a large roundhouse and track yard.

THE BOUWLANDT—"GROOTE VLACHTE"

This great tract of fertile river flats adjoining the little town of Schenectady, according to measurements of early days, contained about seven hundred acres. Each family of the early settlers of Schenectady was allotted a numbered farm (a "bouwerie") on the Great Flat. A map drawn in 1664 for Major McMurray shows in

that portion of the Great Flat now included in the area of Rotterdam some seventeen of these farm plots allotted to the Dutch families. (Jonathan Pearson, "A History of Schenectady Patent.")

It is sometimes said the Great Flat was mainly cleared when the Dutch first came to the region, and that it had been the maize land of the Mohawks, perhaps for centuries. If any part of this area was found in a cleared state, *i. e.*, lacking the primitive forest growth that densely covered the entire region, this unquestionably was due to scouring by spring freshets that each season flooded the flats in the valley, eroding the banks and materially changing the channel of the river at some places. As is now known, the Mohawk nation never had corn lands much below the mouth of the Schoharie, at Fort Hunter. Neither did they live in the valley bearing their name for "centuries," but entered it only some fifty years before the Dutch.

The first Erie Canal, now abandoned, ran directly through the Bouwlandt, the full length of the town. Rotterdam had several famous "Canal Groceries," including that of Seeley Patterson in present Pattersonville. Among early settlers of Rotterdam were Wilhelmus Van Otto, who came from Curaçao; Ryer Schermerhorn; the Vedder and Veeder families, and the Mabies. The Mabie house, in the village of Rotterdam Junction, is considered the oldest existing in the Mohawk Valley.

GLENVILLE

Glenville, the northernmost town of Schenectady County, and the only one of its five towns lying north of the Mohawk River, is about twelve miles in length and has an area of 29,658 acres.

The first settlement made by the white man north of the Mohawk River, so far as was known, was in 1658, when Alexander Lindsay Glen, a native of Forfarshire, Scotland, selected a tract of one hundred acres and built his house thereon. This was three years before the twelve families trekked over the pine plains from Fort Orange to establish Schenectady almost directly across the river from Lindsay's tract. In 1665 the tract Glen selected was confirmed to him by a patent, granted by the Colonial authorities.

The Mohawk River forms the south boundary of the town. A narrow belt of rich flat land borders the river west of Scotia. North of this and paralleling the river for six miles are the Glenville Hills, whose highest point is about one thousand one hundred feet above sea level.

Crossing the western end of the town is a broad belt of limestone and dolomite, whose eastern margin is the great earth fracture, Hoff-

man Ferry Fault. In the early days of the town limekilns were built and lime burnt from rock layers of this outcrop. Quarries also were opened. From one large quarry in which over two hundred men were employed, stone was taken and shaped for construction on the Erie Canal.

About 1820 a kiln and mill were erected, the manufacture of hydraulic cement, or "water-lime," as it was then called, was commenced and carried on for nearly or quite two decades by John Van Eps & Sons, first industry of its kind in the Mohawk region. The product of this mill, barreled, found ready sale in New York City. The establishment of large cement mills in central New York and the facilities for shipment by the Erie Canal brought to an end the enterprise.

The Van Eps Cement Mill got the power for grinding its burned rock by throwing a dam across the Chaughtanoonda, a small stream that finds its way through the barrier of the Glenville Hills by the way of the Wolf Hollow, a picturesque ravine gashed through the hills along the scarp of the fault. Walls built over a century ago with the cement from the Glenville plant are still standing as good as when made.

Scotia, an incorporated village of 7,960 people (1940), forty years ago had less than five hundred residents. Its phenomenal growth came with that of the General Electric Company.

The village is equipped with all urban improvements: electricity; water from deep wells and storage reservoirs; sewers and disposal plant; fire station and apparatus; a fine public library housed in the historic Abraham Glen house; bus service to Schenectady and other points; and is a freight shipping point on the Boston & Maine Railroad. New York Central has a yard and roundhouse there. The Glenville Bank, founded in 1923, became a member of the Federal Reserve system in 1941.

Alplaus, a village of five hundred inhabitants, is situated on both banks of the Alplaus Creek, which flows into the Mohawk. Hoffmans and Glenville are small villages.

Of the ninety odd miles of highway in town of Glenville, forty are unsurfaced. There are thirty miles of concrete and twenty-five miles of black surfaced road. The principal thoroughfares are the Mohawk Turnpike (Route 5); Scotia-Burnt Hills Road (State Route 50); and the Sacandaga Road (Route 147). The latter was cut through primitive forest a few years before the Revolution. In the War of 1812 it was the road along which troops, cannon and supplies were moved

from Schenectady to Sackett's Harbor through the Adirondacks. Traces of the upper portions of the military road have been found by hunters.

Its course quite closely follows that of an ancient path of the red man, like so many of the roads of our county. Among the first settlers along this road were the Van Pattens, the Condés, the Light-halls, the Cornells, the DeGraffs and the Wessells.

There were two families of the Van Pattens, heads of each, cousins, bearing the same name, "Nicholas." Each of these built and occupied an inn about four miles distant from the other. The most northerly of these became known as "Upper Nickie's." The other was called "Lower Nickie's."

The settlement of the Condés was beside the small stream now known as the Condé Creek, and was called Sugartown. An early industry of this family was the making of maple sugar.

Among other concrete roads is the Swaagertown Road, or in plain English, "brother-in-law Road," from the Dutch "*Mein Swaager*" (my brother-in-law). This name came about from the fact that many closely-related families bearing the same name first settled in the area. It was along the Sacandaga Road that the battle of the Beukendaal was fought in 1748.

The concrete Glenville Road (State Road 30-G), diverging from the Sacandaga Road nine miles from Schenectady, runs westward through the village of Glenville. This road, like the Sacandaga Road, follows a great primitive thoroughfare of the Algonkin, who lived in the region centuries before the coming of either the Mohawk or the whites, as shown by recent archeological research; a great cross-country path between the Algonkian towns westward and the coastal regions of New England.

Pioneer families making their homes along the Glenville Road, when as yet it was a rough and well-nigh impassable thoroughfare, were the Franciscos, the Van Vlecks, the Robbs, the Schoons and the Tellers. A few years later came the Rowleys (1798), the Fishers, the Alsdorfs, and the Browns. About the beginning of the century (1800) came Michael Smith and family.

THE COMMONS, A UNIQUE FEATURE

The hill lands of the old Fourth Ward of Schenectady, comprising about one-third of its area at the time of the formation of the town of Glenville in 1820, were, tacitly at least, set apart for the common use of the inhabitants of the town, each and every freeholder cutting

therefrom such firewood and timber as he chose. Also turning out thereon his sheep and young cattle in the spring and letting them run until the approach of winter, when all would be driven in, each owner picking out his own according to the cut or slit in the ear as registered with the authorities of the town. Records of these earmarks still exist.

This hilly tract of Glenville was solely known as "The Commons." While a narrow belt of rich farm lands along the Mohawk, bordering these hills, had been settled for 120 years, and at a later date, the lands to the north and east, yet in 1820 this tract was still unsurveyed, a rugged region, checkered with deep gullies, heavily forest clad, and infested with bears and wolves. As late as 1828 farmers living on the border of the Commons complained of the inroads made by wolves on their lambs, calves and poultry. Stray panthers were sometimes seen.

Wardens were appointed to see that no unauthorized person trespassed on the Commons, stealing firewood and timber. Nevertheless, material was surreptitiously hauled therefrom into the adjoining town of Charlton. Thereupon it was finally decided that the tract should be surveyed and offered for sale. This was done. Lines were run equidistant, plotting the tract into so-called "Great Lots." These subdivided into twenty-acre lots were offered at auction sale to the voters of the town, each voter having the right to purchase one lot only. The lots were sold subject to a perpetual annual quit claim of ten to twenty cents per acre, according to the quantity and quality of its timber.

Quit rents are a relic of Old World customs, an annual fee paid by the purchaser of manor lands, in lieu of a stated amount of work to be done for the lord of the manor. This, of course, in addition to the fixed purchase price paid. They were also known as "Chief rents" and "Fee-farm rents." In Schenectady there was no manor lord to enforce and collect these hated rents (primarily intended to make a vassal of the buyer), but the rents were made due and payable to the town or city municipality, and quite often to the early Dutch and Episcopal churches, which sometimes were given an allotment of unsold lands. The deeds for a large part of the farms of both Rotterdam and Glenville, as well as those for the older parts of the city of Schenectady, contained the quit-claim clause. Needless to say, the collection of rent was poorly enforced and gradually became a dead letter, today acknowledged as obsolete and uncollectable. Notwithstanding, scores of these rentals were never paid, unless, as quite

recently happened, the prospective buyer of a farm or mayhap of a village lot still encumbered with this rental, refuses to consummate the purchase until the seller obtains from the town or city treasurer a perpetual quittance.

The trustees of Glenville were empowered as collectors and custodians of the annual quit rents due, but, so it is said, were responsible to no one in particular who should eventually receive these monies. The office of trustees was abolished and the quit rent system collapsed.

CHAPTER XXIX

Schoharie County

Palatine Settlers—Indians of the Valley—Early Forts—Raids of the Revolution—County Organized—Physical Features—Courthouse Built—Governor William C. Bouck, of Bouck's Island—Anti-Renters—Railroads—Plank Roads—Heyday of the Hop Picker—Early Academies—First Printing Press—Newspapers—Agriculture—Civil War Heroes, Colonel Mix, Corporal Tanner—Schoharie Stone Fort, 1772—Domine Sommer's Parsonage, 1743—Dutch Reformed Church—The Rev. Johannes Schuyler Builds the Fort-Church—Schoharie County Historical Society—Middleburg, Scene of Timothy Murphy's Heroism—Cobleskill, Settlement and Growth—State Institute of Agriculture—Howe Caverns—Cement Industry—Sharon Springs—Towns of the County—George Westinghouse, Jr.—Schoharie Leaders.

From the time of the Palatine settlement in 1712, Schoharie County has played an eventful and interesting part in the development of the region. The pioneer settlement, centering on Schoharie Creek and its tributaries, became the granary of Washington and Schuyler during the crucial northern campaigns; and, like Saratoga, by stern resistance to the invaders, helped mightily to turn the destinies of the Revolution.

This was, indeed, as Helen Fuller Orton has said, "the brave frontier." The Palatine and Dutch farmers who stood off the Tories and Indians in their three sturdy little forts spread along a ten-mile front in the valley, in the latter years of the War for Independence prevented a break-through to Schenectady and Albany which easily could have brought about a reversal of fortune to the patriot cause.

Today the Schoharie Valley cherishes its memorials of that heroic stand, when the fields were blackened, homes and barns put to the torch, helpless women and children massacred alike with the men. Outstanding among its possessions is the Old Stone Fort, at Schoharie, erected in 1772 as a church, hastily enclosed with a stockade

as a refuge for the inhabitants of the lower part of valley when the clouds of warfare gathered about them. Just beneath the roof, the edifice still bears a cannon ball scar of the blistering attack by Sir John Johnson and Brant, with their Tories and Indians, whose raid in the fall of 1780 was the most memorable event in the county's history. Now a museum under the sponsorship of the Board of Supervisors and the Schoharie County Historical Society, it contains priceless relics of pioneer and later days. It has been called the "Westminster Abbey of Schoharie." In the ancient churchyard are graves of many heroes, including David Williams, one of the captors of Major André. In 1940 the museum drew more than twenty thousand visitors, a larger number than visited the State Capitol at Albany.

The county is filled with the lore of frontier days. Sites of early Palatine "dorfs" or villages are marked, as well as the famous Vroomansland, which Adam Vrooman, Schenectady Dutchman, bought from the Mohawks in 1711; Bouck's Island, the picturesque home of William C. Bouck, Schoharie County's native son, who became Governor in 1842-44. In Middleburg Cemetery, which commands a beautiful view of the valley, is the grave of Timothy Murphy, Indian scout extraordinary, valiant defender of the Middle Fort, which stood at the north end of the village. At Blenheim stands the longest single span covered wooden bridge in the world. In the lower part of the valley is Esperance, which became a busy turnpike town. Cobleskill, twice destroyed in the Revolution, was the site of Fort DuBois. Nearby in Warnerville was fought the battle of Cobleskill, in which a band of brave patriots were entrapped. At Summit was a camping ground of Johnson and Brant as they prepared to descend upon the valley. Sharon Center also was the scene of raids.

The county has other distinctions. Near Cobleskill is Howe Caverns, largest underground cave in the northeastern United States, to which visitors are admitted by electric elevators descending more than fifteen stories to an underground wonderland. There are several other caverns in the county, including Secret Caverns and the Ball's Caves. Sharon Springs, in the northwestern part of the county, has been famed for more than a century as a health spa. On the southern border is Gilboa, where New York City dammed Schoharie Creek to obtain a water supply, more than a hundred miles from the metropolis. Here were found the petrified stumps of fernlike trees of the Devonian period, some hundred million years old. Specimens were removed to the State Museum at Albany, where the forest has been reconstructed as an exhibit.

Situated centrally distant forty miles west of Albany, and separated by forests and heights from the larger settlements on the Hudson and Mohawk valleys, the Schoharie pioneers faced many perils and felt the sting of punishment inflicted by savage Indians and Tories, some of whom had been their neighbors in the valley. Containing 642 square miles of land, the county had a population in 1940 of 20,812. Nestled amid hills, the county has always had a certain seclusion, yet has achieved many distinctions. It has no large centers of population and no cities. There are six principal villages



(Courtesy N. Y. State Division of Commerce)

Largest Single Span Wooden Covered Bridge in the World, 228 Feet Long, at Blenheim, Schoharie County.

and sixteen towns, which are gathering places of civic and social life. Albany, Schenectady and Amsterdam afford nearby city contacts. At one time the county was the chief hop-raising center of the State, now famed for its dairy products. Industries are located principally at and near Cobleskill. Increasingly the county has become a summer residential section.

Now peaceful, but rich with the memories of the frontier period, the county's lovely valleys, hills and streams are as inviting to beholders as they were when the Palatines of old, passing over the Helderbergs down Fox Creek first glimpsed "Schorie" as a "land of promise."

When the first settlers came, Indians were living in the valley—Karighondonte's cosmopolitan tribe, made up of offshoots of the Delawares, Mohegans, Oneidas, Tuscaroras and other nations. Their main village at Wilder Hook was on the Schoharie flats above Middleburg. The Indians gave the musical name Onistagrawa to the hill southwest of Middleburg known as Vrooman's Nose. When Vrooman bought the lands, Indians were growing corn at its base. The name means "corn hill."

There were (and are) two other picturesque hills about Middleburg; one, to the west, called Ocongene, and to the southeast, Mohe-

gouter, named by the Indians who lived near the junction of Little Schoharie and Schoharie kills.

These were subject tribes, Karighondonte, a French or Algonkin Indian, being an "in-law" of the Mohawks, of whom his wife was a member. The land transactions of the Palatines, if made originally with the Schoharie Indians, were without weight since the Mohawks controlled the region. Adam Vrooman's land deeds, as the first Dutchman to enter the region, in 1711 and afterward, were signed by Mohawk sachems and squaws. Near Sloansville, on the Indian path to Fort Hunter, was the famous stone heap, used as a landmark on the east boundary of Tryon County in 1772. It was made up of small flat stones thrown there by savages for generations, presumed by early historians to have been associated with some aboriginal rite. The stone pile was ten or fifteen feet high, four rods long, according to Simms, frontier historian, but was removed by a practically-minded landowner for making stone walls.

THE SETTLEMENT

The Palatines, led by John Conrad Weiser, Sr., and other "list men" with about 150 families, arrived in the Schoharie Valley in 1712-1713, by a tedious trek from Albany and the Helderbergs, after their disastrous experience at tar-making on the Hudson at Germantown, as described in a previous chapter. Scouts had visited the region in 1711, selecting the site. The Palatines settled in seven dorfs or villages. Weiser's Dorf was near Middleburg, where the Little Schoharie Creek joins the main stream. Hartman's Dorf was two miles northward along the valley. Brunnen Dorf or Fountain Town was three miles north of Hartman's, and was named for a large spring spouting from a cliff—the present Schoharie. Smith's Dorf and Fox's Dorf were close by the Old Stone Fort at the lower end of Schoharie. Garlock's Dorf was still further down the creek near Central Bridge, and below this toward the Mohawk was Kneiskern's Dorf. The dorfs have all given way and are now but memories. Markers have been installed to indicate where some of them stood.

Between 1722 and 1725 there was a considerable shift of Palatines from the Schoharie Valley, the elder Weiser leading a band to Tulpehocken, Pennsylvania, to found a new settlement, and others, including Garlock, going to lands Governor Burnet obtained for the Palatines in the Mohawk Valley. As the Palatines moved out, more Dutchmen came in, buying lands from the "seven partners" who had acquired title to most of the valley north of Vroomansland. The

Palatines who remained, likewise made purchases from this group of owners, principally men of Albany.

By the time of the Revolution, the locality was dotted with farms along the Schoharie and Cobleskill (where settlement was begun about 1752), New Dorlach (as Sharon was early called), and in more remote regions such as Blenheim and Richmondville. The farms prospered. It is of record that the first wheat for seed was carried from Schenectady to Garlock's Dorf in 1713 by Lambert Sternberg going afoot through the woods; and that the first plowing done by a horse was by a gray-coated animal owned in common by nine Palatines. Wheat was carried to Schenectady to be ground. Rude carts finally made journeys over the rough road to Albany for salt and other much needed materials.

In the Revolution the settlements were decimated, except for a few sturdy stone houses and the three Schoharie forts—Upper, Middle and Lower—which survived the attacks. The Upper Fort was at Fultonham. Five miles north of it was Middle Fort at Middleburg. Five miles farther north was Lower Fort, at Schoharie village. Only the Lower Fort still remains. After the war rebuilding of the settlement began in earnest. Settlers moved in from New England, who occupied northern, western and southern sections, and the clearing of lands went on apace. Schoharie County once more became a great granary, raising wheat on a large scale down to the early twentieth century, when the western growers succeeded in capturing the market.

The influx of settlement brought demands for improved roads, since the county was hemmed in by its hills and lack of transportation.

A State Road was authorized in 1792 in an Act for the construction of a road from the house of Isaac Truax, Jr., in the city of Albany to Cherry Valley, with a bridge over the Schoharie Creek. This was an important link with the outside world. General William North, of Duanesburg, was appointed one of the commissioners to lay out the road and build the bridge. He saw the possibilities awaiting the opening of the region near the bridge site and bought a tract from Harmanus Ten Eyck on which he founded the village of Esperance—named by his daughter, Mary, it is said, for the French word for "hope."

The first road was crude, being little more than a cleared path through the trees. A great deal of travel followed, however, and brought appeals for a better roadbed. In 1798 a severe freshet on the Schoharie washed out the bridge. This led, on March 15, 1799,

to the passage by the Legislature of the Act creating the Great Western Turnpike Company, a major step in the State's internal development. The pike was to run from John Weaver's house in Watervliet to the house of John Waldron in Cherry Valley. The preamble of the Act gave the destruction of the Esperance bridge as one of the reasons for the authority granted to a group of interested men to build and operate a toll highway. Among the Western Turnpike organizers were General North, John Taylor, Abraham Ten Eyck, Charles R. Webster, Calvin Cheeseman, Zenas Phinneo, Ephraim Hudson, Joseph White, Elihu Phinney and Thomas Machin, Sr. There were others representing various areas through which the new pike was to pass.

A temporary bridge, erected in 1799, was used until 1812, when a new covered bridge was completed. This bridge, exceedingly firm and strong, lasted down the years. At times it was assailed as untrustworthy, but on such occasions those who tested its strength decided to leave it alone. It was still hale and hearty when, in 1930, it was superseded by a modern steel span and removed. The pike through Esperance became the Route 20 of today, a bee-line transcontinental highway crossing the State.

In 1802 the Loonenburgh Turnpike was launched from Athens through the Catskills to Middleburg, where it crossed the Schoharie, passing through East Cobleskill to link with the Cherry Valley Road. By 1810 this was functioning, giving the inhabitants another outlet for their produce. A horse and windlass ferry was used until the Middleburg Bridge was built in 1813. In 1811 the Schoharie and Duanesburg Turnpike was built to intercept the Great Western Turnpike seventeen miles west of Albany. Central Bridge was built in 1823 across the Cobleskill and the road extended over the hill to the Schoharie-Duanesburg Pike. A wooden bridge at Schoharie was constructed by the Schoharie & Cobleskill Bridge Company in 1813, and stood for nearly a century. So the highway network grew.

In the meantime Schoharie County had been formed. The legislative Act was passed April 6, 1795. Areas were taken from Albany and Otsego counties. The new unit was bounded (1800-09) by Montgomery on the north, Schenectady and Albany east, Greene and Delaware counties on the south, Otsego on the west. In 1836 a small part of Greene County was annexed. The name, Schoharie, is an Indian term for "drift wood." It is said to have arisen from a thick accumulation of driftwood near Middleburg, where the Little Schoharie and Line kills flow into Schoharie Creek from opposite

sides. Judge John M. Brown stated that so much driftwood gathered there as to form a bridge across the stream. The county is about thirty miles long, north and south, and twenty-three miles wide, east and west.

It has benefited greatly from the limestone rock, mineral springs and caves within its borders. The valley floor of the Schoharie is about six hundred feet above the sea. A branch of the Catskills extends along the southern border, with heights ranging up to three thousand feet. In the eastern section there are heights of one thousand to two thousand feet; in the west portion are small lakes and heights. In the northern tier, Sharon Springs, the famous health resort, has an altitude of over one thousand three hundred feet. Here are found abundant sulphur, magnesia and chalybeate springs.

The county forms a divide, streams flowing in opposite directions. The principal stream is Schoharie Creek, which rises in the town of Hunter, Greene County, twelve miles from the Hudson River, and follows a roundabout course of one hundred miles, flowing westerly and northerly to reach the Mohawk at Fort Hunter. Not far from Middleburg rises Catskill Creek, which flows southeasterly through the Catskills to the Hudson. Charlotte Creek, a branch of the Susquehanna River, rises near Summit in the western part of the county, flowing southwesterly. Chief tributaries of the Schoharie are the Cobleskill, Line Kill, Panther Creek, West Creek and Mine Kill from the west; and Fox Creek, Little Schoharie, Stony Brook, Keyser, Platten and Manor kills from the east. Fox Creek, tumbling down from Helderberg heights, descends to the Schoharie Valley by the picturesque route taken by the original Palatines. Among the peaks are Mt. Richtmyer, 2,967 feet; Hubbard Hill, 2,630 feet; Lost Mountain, 2,820 feet; Petersburg Mountain, 2,300 feet; Mine Hill, 2,820 feet; Bald Hill, 2,778 feet; Potter Hill, 2,720 feet.

Utsayantha Lake on the southern border has an altitude of one thousand nine hundred feet. There are several other small bodies of water, including Summit Lake, 2,068 feet. Russell Lake is on the border of the towns of Carlisle and Cobleskill. Limestone rock formations form the basis for important cement and quarrying industries in the northern portion.

THE COURTHOUSE

The movement to found the county was inspired by George Tiffany, a native of New Hampshire, who studied law in Aaron Burr's office and launched his career in Schoharie in 1790. He and John

Gebhard, who came from Columbia County, were assisted by Jonathan Danforth, of Middleburg, in obtaining the passage of the Act under which Schoharie County was created. Up to 1772 Schoharie was a part of Albany County; and on the formation of Tryon County in that year, Schoharie Creek became the dividing line. The portion east of the creek was in Albany County; that west, in Tryon. In 1795 parts of Albany and Otsego counties were taken to form the new county and the eastern boundary then ran along the foothills of the Helderbergs, while the southern portion included a part of the Catskill ranges. Difficulty arose in selecting the site for the courthouse and a legislative committee was named which finally made the choice. By Act of April 4, 1798, the Legislature authorized the freeholders and inhabitants of Schoharie County to raise \$2,000 by tax to build the courthouse and jail.

Governor George Clinton appointed William Beekman as first judge, and Adam B. Vrooman, John M. Brown, David Sternberg and Jonathan Danforth as assistant judges. Later other assistant judges appointed were John Bauch, Peter Snyder, Joseph Borst, Jr., George Richtmyer, Jacob Mann, Josias Swart and Storm A. Becker.

William Beekman, the first judge, was born on the ocean in 1767. During the Revolution he served as an errand boy to Colonel Marinus Willett, commander of the patriot defenses in the Mohawk Valley. After the war he settled in the town of Sharon, becoming a farmer and merchant. He was several times elected to the State Senate and held other positions. He died in 1845.

The first sessions of the court were conducted in the wagon house of Johannes Ingold, May 31, 1796, which still stands.

The courthouse, which stood a little farther toward the corner than the present one, was completed in 1799. It was a three-story stone building with a belfry. The jail was in the third story. A prisoner attempted to escape by burning the lock from the wooden door. The building took fire and he was rescued with difficulty; but the courthouse burned down. In 1846 it was rebuilt with the jail in the rear. In 1869 this structure was wiped out in a fire which swept a large part of the village. The present courthouse was begun in 1870, a three-story building of native Schoharie blue limestone.

The first surrogate's seal depicted a tombstone in the shape of a church spire. An early county seal depicts a plowshare and sheaf of wheat. In 1847 a seal was adopted on which a horse is shown running at pasture with mountains in the background. The design

is thought to represent the old gray horse spoken of in Judge Brown's history of the Palatine settlement.

The posts of assistant judges were abolished in 1818, when the Court of Common Pleas consisted of five judges, including the first or presiding judge. Storm A. Becker was named surrogate in 1795; Joachim G. Staats, county clerk; Jacob Lawyer, Jr., sheriff. Early members of the Assembly included Isaac Vrooman, Cornelius Van Dyck, John Rice, Peter Swart and Storm Becker. Judge Beekman served as State Senator from 1798 to 1803, when he was succeeded by George Tiffany. Peter S. Danforth, born in Middleburg, was appointed a Justice of the Supreme Court in 1872.

William E. Roscoe, in his "History of Schoharie County" (1882), asserts that the county early became Democratic in politics due to repeal of the State law which disenfranchised Revolutionary Tories. The Act was adopted in 1784, strongly favored by Governor George Clinton. In 1787 it was repealed through the efforts of Alexander Hamilton and General Philip Schuyler, Whigs. The feeling among Schoharie people was so strongly for disenfranchisement that for many years the county was inveterately Democratic. The parties were at first known as Republican and Federalist. Later the Federalists became Whigs, and after 1854 were known as Republicans. The Republicans, about 1800, had taken the new name of Democrats. After being many years in the Democratic column, Schoharie County in more recent times has displayed Republican inclinations. Politics was at fever pitch a century ago, when William C. Bouck was elected Governor. Among the interesting exhibits of the Old Stone Fort are political broadsides and campaign announcements of the period.

William C. Bouck, whose homestead still stands on Bouck's Island in the town of Fulton, had a notable public career, which is noticed in another chapter. He was a descendant of a Palatine German family. The Bouck's Island property came into possession of the family on a partition in 1759 of two thousand nine hundred acres owned by several partners. Christian Bouck, father of the Governor, died in 1836. William C. Bouck was born in the mansion on the island January 7, 1786. He attended the first English school in the town of Fulton, when he was nine years old. While pursuing a career as a farmer he was elected town clerk and thus began his public service. He was elected sheriff in 1812, and afterward to several terms in the State Assembly and Senate. In 1821 he was named Canal Commissioner, serving for twenty years, and having under his supervision the construction of the western end of the Erie waterway, including

the flight of locks at Lockport. He ran for Governor in 1840 and was defeated, but in 1842 was elected.

On his inauguration, his message to the Legislature was made the subject of barbed comment by political opponents, who referred to it as the "sauerkraut" message. In one section of the message the Governor expressed the hope that the Catskill & Canajoharie Railroad, to which the State had loaned money, could be completed. The road never progressed beyond Cooksburg, Albany County, owing to the difficulty in locating a suitable route. Authorship of the "Sauerkraut Letters," written under the pseudonym of "Peter Paradox," which attracted State-wide attention during Governor Bouck's term, was attributed to Dr. Sylvanus Palmer, who lived near Sharon Springs on what is now a corner of the Pindar farm at Beekmans Corners.

The William Bouck patent was granted in 1755 and covered about three thousand acres bordering Schoharie Creek. A patent was issued to Michael Byrne for eighteen thousand acres in the present town of Fulton in 1767. Captain John Butler had an eight thousand-acre patent in the valley south of the Bouck holdings.

Embattled farmers in the southern part of the county, where there were leaseholds existing, contributed to the excitement of the Anti-Rent wars. The conflict is described in another chapter. While the disturbance was at its height in 1845, Sheriff John S. Brown was seized by a group of Anti-Rent "Indians" at Fink's Tavern, North Blenheim, and forced to burn writs of ejectment he was preparing to serve. Brimstone Methodist Church became the rallying place for action against the landlords. On the hill a flag bearing the legend "Down With the Rent" was flown.

The county had expected to share in the glories of the Erie Canal, the original survey having passed from the Mohawk Valley through Sharon to Cobleskill, Middleburg and Catskill, which would have cut off the Albany sector completely. The route was never followed, however, and the development of the canal and railroads in the Mohawk Valley soon placed the interior county of Schoharie at a disadvantage. The building of the Albany & Susquehanna Railroad as a result of the leadership of Joseph H. Ramsey, of Lawyersville, completely changed the picture and stimulated other projects. The road was completed in 1868 and in 1870 was leased to the Delaware & Hudson Railroad, passing through Central Bridge, Cobleskill, Richmondville and West Richmondville, continuing to Oneonta and Binghamton. It was partly in use earlier, having reached Central Bridge September 16, 1863, and Cobleskill January 2, 1865.

The elevation of the railroad rises seven hundred feet from the eastern border of the county, reaching an altitude of 1,175 feet at Richmondville and 1,470 feet at the west county line.

In the 1840s and 1850s plank roads had been built from Middleburg through Schoharie and Gallupville to the Western Turnpike, nine miles from Albany; also from Schoharie to Richmondville and Charlotteville to Summit; and from Central Bridge to Schoharie to meet the Albany road at Fox Creek. These roads, while excellent when first built, became very rough when the planks were worn. These quickly declined when the railroad arrived.

In 1867 the Schoharie Valley Railroad was built at a cost of \$100,000 to connect Schoharie with the Albany & Susquehanna east of Central Bridge. The Middleburg & Schoharie, 5.9 miles long, followed the next year, built at a cost of \$105,000. These two formed a continuous route of 10.13 miles. The latter was discontinued in 1936, after a long and useful career. It was used in the filming of the life of Thomas A. Edison. In 1870 the Cherry Valley Railroad was opened to Sharon and Cobleskill. It was leased to the Delaware & Hudson in 1871 for ninety-nine years. The Ulster & Delaware (Catskill Mountain Branch of New York Central) crosses a small section of the county at South Gilboa.

Heyday of the Middleburg & Schoharie, called the shortest railroad in the world, was during the reign of the hop industry. Excursions of pickers to the hop fields about Middleburg were gala occasions. It was often the case that workers would dance all night after their day in the field. Schoharie County led the State in hops in 1899 and for some years thereafter. Ray F. Pollard, County Farm Bureau Manager, in 1925 wrote an article on the rise and fall of the hop industry. In the 1880s, he said, one could travel from Middleburg through East Cobleskill, Lawyersville and Sharon Springs and find a continuous forest of hop poles lining the road on both sides. Cobleskill, Cooperstown and Waterville were widely known for their hop production. Hop raising declined due to advancing blue mold or hop mildew, which was more destructive in this State than elsewhere. The final blow came with the adoption of the Eighteenth Amendment. The departure from prohibition since then has stirred a mild revival of interest, but there has been no general movement to revive the industry. At Middleburg there is only one grower of hops now.

Mr. Pollard commented:

"From a material standpoint we can rightly say that the loss of hops was not a real loss. In their place have grown up

such parts of the farm business as dairying, potato growing, alfalfa culture, which are more substantial and less speculative.

"Within a few years we shall almost have forgotten that hops once grew so thick that a man might travel for forty miles and never be out of sight of a 'field like a forest.' There will be a few old folks to tell us stories of 'hop-loops' and record yields and prices of a dollar a pound. There will be found a few stray vines in neglected corners near the woodlot. A vine or two may be trained at the rear of the farmhouse and the product used for 'hop tea.' In its own language, the industry 'hopped out' with great promise until the auctioneer of time and conditions struck it off with the words, 'going, going off, gone.'"

Modern agriculture is aided by the State Institute of Agriculture and Home Economics, founded in 1911 at Cobleskill, which gives practical training to boys and girls of the farm. The Cobleskill Fair has been conducted since 1876. There are strong Grange organizations and active 4-H clubs. The Schoharie County Farm Bureau has been managed by Mr. Pollard since 1916, a period which has covered the modern development of farming in the region.

The 1940 census revealed that the county had 2,453 farms on which a total of 115,706 acres were harvested. The value of farms and buildings was \$11,604,450 and of farm implements and machinery \$2,161,243. The sale of whole milk in 1939 reached a total of 17,180,527 gallons, with 27,027 cows milked. Milk plants are scattered through the county. Some are farm coöperatives. The extension of electric distribution lines has brought electricity to many farms for operating dairy, farm and home equipment. Chicken egg production on the farms in 1939 amounted to 1,332,375 dozen.

Education was available in the schools in the county in the pre-Revolutionary period. The earliest English school is believed to have been that taught by James Calcraft about 1740 in Schoharie. Calcraft, who had served in the British Army as an engineer, was employed by Adam Vrooman to survey lands in Schoharie. He settled there and opened the school which he conducted for many years. He changed his name to Schoolcraft, and was the ancestor of Henry Rowe Schoolcraft, of Albany County, noted Indian authority, who discovered the source of the Mississippi River.

The "academy fever" that swept over many communities in the middle of the nineteenth century struck particularly hard in Schoharie

County. In quick succession six institutions for advanced instruction were launched in sections remote from large centers of population. The New York Conference Seminary and Collegiate Institute was established in 1850 at Charlotteville by the Methodist Church. The site was chosen, as was announced, in order to remove students as far as possible from the baneful influences of the turnpike towns. Buildings and dormitories were erected to accommodate 450 students. The next year the Warnerville Seminary was founded by residents of the vicinity at a cost of \$28,000, with accommodations for two hundred students. This ran but three years. In 1852 the Richmondville Union Seminary and Female Collegiate Institute was organized at a cost of \$24,000, contributed by neighboring farmers. It burned in 1853, was rebuilt at a cost of \$34,000, and again burned in 1854, occasioning loss to the purchasers of the school stock. The Charlotteville Seminary burned in 1856. People's College was founded at Charlotteville in 1855, continuing for a dozen years. At Carlisle a seminary was established in 1852 at a cost of \$33,000. It ran until 1865. Students were attracted from great distances to these institutions.

Present-day schools in many instances are outgrowths of local academies established over a century ago. Jefferson Academy, founded in 1817, became a Union School in 1878. Professor Solomon Sias was principal of Charlotteville Academy before becoming head of Schoharie Academy in 1882. Schoharie Academy was organized in 1837 and incorporated by the Regents in 1839. It had a wide reputation. It was torn down in 1904 and replaced by a building which burned in 1925. In 1933 the modern Central School was built. Cobleskill Union School was founded in 1867, replaced by new buildings in 1885 and 1913. The Central School was opened in 1933. There are large central schools now in the towns of Schoharie, Middleburg, Cobleskill, Gilboa, Jefferson, Richmondville, and Sharon Springs. Gilboa was aided by New York City reservoir project in building its modern school.

The earliest newspaper in the county was the "American Herald," issued at Schoharie in 1809 by Derick Van Vechten. The Washington hand press on which it was printed was found several years ago in a barn by George M. Simmons, of Richmondville, and restored. The press, weighing nine hundred pounds, was imported from England. From the Hudson it was transported by horse and wagon to Schoharie. Van Vechten discontinued the paper in 1812, when he joined the war against Britain. He reestablished it as the Schoharie "Herald."

The Schoharie "Patriot" was founded in 1838 by Peter Mix, formerly of Johnstown, who was a friend of Horace Greeley of the New York "Tribune." Greeley was a speaker at the county fair at Schoharie in 1856. S. Hosack Mix, who conducted the "Patriot" with his father, became a Civil War hero. He was born in Johnstown in 1825, and as a schoolboy in Schoharie published a small newspaper, the "Star." Another youngster, D. L. Underwood, issued the "Sun," a rival sheet.

Other early newspapers included the "Schoharie County Sentinel," published in 1852 at Cobleskill; Middleburg "Gazette," 1871; "Jeffersonian," at Cobleskill, 1859; Gilboa "Monitor," 1878. Present newspapers published are the Cobleskill "Index," founded in 1865; Cobleskill "Times," 1877; Richmondville "Phœnix," 1879; Schoharie "Republican," 1819; and Middleburg "News," 1890.

The Cobleskill "Herald" was begun in 1878, changed to the "Times" in 1886. It now includes the Cherry Valley "Gazette," 1818; Schoharie "Standard," 1855; Sharon Springs "Record," 1917; and Jefferson "Standard," 1919. It was adjudged the best weekly newspaper and best editorial page in the United States by the National Editorial Association, 1936. It also received an award from the New York Press Association in 1938. The Schoharie "Republican" began as the Schoharie "Budget" in 1817.

An agricultural fair was conducted at Schoharie from early in the nineteenth century down to about 1915. In the Civil War the fair grounds were used for troop rendezvous. The Cobleskill Fair was organized in 1876, due to the growth of that section of the county. G. W. Bellinger proposed the initial meeting, which was conducted at the Hotel Augustan, February 12, 1876, to form the Western District Agricultural Association. Elections were conducted March third. W. C. Lamont, of Cobleskill, was named president, Mr. Bellinger secretary, and Morris Cohn treasurer. There were sixteen vice-presidents, representing various towns. The name selected was the Cobleskill Agricultural Society. The first fair was held September 20-22, 1876, on land of LeRoy Eldredge, who had a half-mile race track. Tents housed most of the exhibits. The track and surrounding grounds were purchased in 1882 and the buildings have been added since. The first executive committee included Jared Van Wagenen, William H. McIntosh and John Van Schaick.

A county medical society was formed about 1808. Dr. Jesse Shepherd was a delegate to the State Medical Association in 1809

and 1810. Dr. S. B. Wells became president of the county association after a reorganization in 1857.

Several units were organized in the county for service in the War of 1812.

The Schoharie County Bible Society was formed in 1813, a predecessor of the American Bible Society. The Rev. Dr. Augustus Wackerhagen, of the Schoharie Evangelical Lutheran Church, was the first president. Dr. George A. Lintner was president of the society for thirty-six years.

Schoharie County sent many of its sons to the Civil War. The 134th Regiment, New York Volunteer Infantry, was recruited in Schoharie and Schenectady counties. Troops assembled on the Schoharie Fair Grounds, then called Camp Vedder, before their departure in 1862 for the front. The command had a distinguished record of service through the war, including the Chancellorsville campaign and the march with Sherman to the sea. Among other regiments having county men in their ranks were the 76th, 44th, 3d, 102d, 134th and 136th Infantry; 3d, 4th and 8th Artillery; 2d and 16th Cavalry.

Colonel S. Hosack Mix, whose memory is honored with a tablet at the Schoharie Stone Fort, was one of the war's heroes. Leaving the "Patriot" office at Schoharie, where he worked with his father, he volunteered to raise a command and recruited the 3d New York Cavalry. He was at the front early in the war. In the draft riots in New York City in 1863, Colonel Mix played a prominent part, having charge of establishing military law in an entire section of the city from Fourteenth Street to the Battery, river to river. He also served in North Carolina. He was killed leading a charge at the battle of Petersburg, June 15, 1864. A Grand Army Post was named for him in 1868.

The noted Corporal James Tanner, born at Richmondville in 1844, as a lad of eighteen joined the 87th New York Volunteers. The year before he had taught school in West Richmondville. He was in seven battles, including Fair Oaks, Yorktown, Malvern Hill, Manassas Junction, the second battle of Bull Run and others. In 1862 he was wounded so severely by a cannon ball that both legs had to be amputated. He fell into Confederate hands, was paroled and sent to a hospital in Alexandria. Later he was sent home, returning to Richmondville in a stagecoach over the plank road through Altamont and Schoharie.

In 1865 he was an employee of the Ordnance Bureau of the War Department in Washington, where he had rooms adjoining the Peter-

son house, into which President Lincoln was carried after being shot by Booth. As he wrote shorthand, he was called to take testimony of the witnesses at the bedside and was present when Lincoln died. In 1866 he studied law with Judge Watson Lamont in Richmondville. He was admitted to the bar two years later and for a time was a clerk in the State Legislature. In 1869 he was made Deputy Collector at the Port of New York. He became Federal Commissioner of Pensions in 1889 and in 1904 was appointed Register of Wills at Washington, a post he held until his death, October 2, 1927, at the age of eighty-three. He was New York State Commander of the Grand Army of the Republic in 1876 and 1877 and national commander in 1905 and 1906. He was acquainted with all Presidents from Lincoln to Coolidge. At his funeral in Washington, where he is buried, Justices of the Supreme Court acted as honorary pall bearers. Dr. John Van Schaick, Jr., a Schoharie County son, gave the address.

The modern development of the county has gone apace with the building of new highways. The county has developed an excellent system of town and county roads supplementing the State trunk lines, with progress especially marked during the last quarter century. The tapering of rail traffic on branch lines has been an accompaniment of the modern age of the automobile and motor truck. Tank trucks, as well as milk trains, now pick up supplies at dairy stations for the haul to the metropolitan market.

Electricity was introduced into the county in the early 1890s. At Cobleskill, Stanton Courter installed a steam power plant in 1892, which was initially operated to furnish street lights only on moonless nights. In 1916 an electric transmission line was constructed to Cobleskill from Fort Plain and, in 1920, Fulton County Gas & Electric Company began supplying system power. Extension of rural power lines has been rapid in the last two decades and now many Schoharie County farmers use electrical dairy machinery and electric home equipment.

SCHOHARIE—THE STONE FORT

Schoharie, the county seat (population 941), is a tree-shaded village beside the Schoharie Creek and its tributary Fox Creek. In the present village zone were three of the original Palatine dorfs or towns: Brunnen Dorf, Smith's Dorf and Fox's Dorf; the latter two adjacent to Fox Creek. The name "Brunnen Dorf" means "Fountain Town" and was derived from the cool spring which flows from the cliff back of the village.

This name was retained until 1789, when the village was called "Sommerville" in tribute to the Rev. Peter Nicholas Sommer, pastor of St. Paul's Evangelical Lutheran Church for forty-six years. The name was sometimes spelled "Summerville." This designation was retained until 1795, when Schoharie County was formed, and a site in the present village was selected for the county buildings. The village then was called "Schoharie Court House." By 1867, when the village was incorporated the name had been shortened to "Schoharie."

The village has probably the oldest water system in the State. In 1799 a contract was entered into for supplying water from the hillside springs back of Domine Sommer's parsonage to the new courthouse then under construction. A contract was entered into between Abraham Lawyer, Jr., owner of the springs, and Benjamin Miles, a carpenter on the courthouse job, for piping water underground through small hollowed logs. Miles was required to give bond that he would take "only one-fourth" of the water issuing from the springs, would keep the pipes and outlet cocks in order "forever." There was no piping inside the buildings.

The pipes were extended to include outlets at the Lutheran Church and several residences, crossing the street twice. The system had a total length of hollowed logs of 414 rods and cost \$326.10. In 1819 a larger supply was furnished by the Cold Spring Aqueduct Association, each user being assessed a part of the cost. A reservoir was built after the Civil War. In 1905 a new municipal supply was obtained from a Barton Hill spring and, in 1940, this was enlarged by the construction of a half million-gallon steel tank. The springs used by the pioneers still serve a part of the village.

The parsonage of Domine Sommer, built by him in 1743, is the oldest building in the county. In 1939, Judge Dow Beekman, of Middleburg, delivered the address dedicating the memorial erected at the parsonage by the State Education Department and the Schoharie County Historical Society. The parsonage was used also as a church the first eight years. Land for a new church was given by Johannes Lawyer, 2d, one of the largest landowners of the region, who was a leader in raising the building fund. The church was erected in 1751

Domine Sommer, born in 1709, was ordained at Hamburg, Germany, after receiving a call to the Schoharie Church, which had been organized prior to 1734. He voyaged to America and, after spending about a month in Albany, preached his introductory sermon at

Schoharie, May 29, 1743. To aid in the building of the church, collections of peas and grain were taken at Stone Arabia, Little Falls and "Cani-Schoharie," and gifts were also solicited in Albany.

Early clergymen serving the Schoharie Valley included Hendrick Hager, Joshua Kocherthal, John Frederick Hager, Justus Falckner, John Jacob Oehl (or Ehle) and Christopher Berkenmeyer. Judge Beekman has stated there was practically no separation between the Lutheran and Reformed congregations in the early period.

Domine Sommer was prominent in the development of Lutheran churches. He preached at West Camp, Claverack, New York, Albany, the Helderbergs, Breakabeen, Cobleskill, Canajoharie, Stone Arabia, Hoosick Road, Beaverdam, Little Falls and other places. He retired from the Schoharie Church in 1789 and went to Sharon, where his son, John Wilhelm, had settled. He died October 27, 1795. Among his baptisms were records of eighty-four Indians. He was blind for several years during his Schoharie ministry, but recovered his sight.

St. Paul's Evangelical Lutheran Church was erected in 1796. The Hartwick Synod was organized in the church in 1830, the Rev. George Lintner becoming the first president.

Early records of the Dutch Reformed Church at Schoharie were burned in a fire early in the nineteenth century, the marriage and baptismal books being saved. The church was originally named "The Protestant Reformed High Dutch Church of Schoharie." Its organization is believed to have occurred several years prior to 1728, the first date which appears in the treasurer's accounts. A notation has been found of a church election in 1730. The Rev. Reinhardt Erickson, of the Reformed Nether Dutch Church of Schenectady acted as minister for a year. He was succeeded by the Rev. George Michael Weiss. The Rev. Johannes Schuyler served from 1736 to 1757, leaving for a few years. Returning in 1766, he served until his death in 1779. In his second ministry the Stone Church of 1772 was erected. The Rev. Mr. Schuyler was reputedly the first Dutch Reformed minister ordained in America, and was a member of a convention of Dutch ministers in 1777 out of which came the church synod. He is buried beneath the pulpit of the Stone Church.

For this fortress-edifice, material was contributed from different localities within a fifteen-mile zone, the stones being hauled there by ox cart. As a reward donors of the stone blocks were permitted to engrave their names on them. These names are easily legible today, among them those of Domine Schuyler and Johannes Ball, chairman

of the Committee of Safety in the Revolution. The construction was directed, tradition says, by a brother of the pastor. During the Revolution the pews were taken out, a stockade built around the edifice and its sturdy stone walls became a fortress against the enemy. The pickets enclosed half an acre about the church, with block-houses at two of the corners. Huts were built where the settlers of the vicinity gathered during alarms. In the raid of October 17, 1780, the Lower Fort, as it was called, successfully resisted attack. The mark of the cannon ball fired into the roof is still to be seen. Sharpshooters stationed in the tower poured an effective fire upon the invaders. Women played an heroic part in the defense, loading weapons and serving food with great coolness under fire.

In 1785 the fort was restored as a church and used until 1844, when the present Dutch Church in the village was built. The spire was removed from the ancient edifice in 1830. In 1857 the Stone Church was sold to the State for an arsenal for \$800. The 108th Militia used the arsenal. But in 1873 it was deeded back to the county. The Schoharie County Historical Society was formed in 1888. The supervisors authorized the society to act as custodian of the building. Mark W. Stevens was the first president of the society. Vice-presidents were George L. Danforth, William E. Roscoe and Hobart Krum. Mr. Roscoe was the author of the "History of Schoharie County" (1882).

Since 1936 the society has published a quarterly bulletin dealing with current research discoveries and other valuable material. It has issued other publications, including the catalog of the museum and John Brown's pamphlet history of the pioneer Schoharie settlement, written in 1816. The museum contains over two thousand articles, including Indian collections, early deeds, agricultural implements and other pioneer relics.

Among the treasures is an ancient hand pump fire engine named "Deluge No. 1," believed to date from 1731, and to have been made by Richard Newsham, of London, and first owned by New York City. The officers of the historical society in 1941 were: Arthur U. Stevenson, Middleburg, president. Ray F. Pollard, Cobleskill; E. N. Moot, Sharon Spa; and Dr. Lyman Driesbach, Middleburg, vice-presidents. Donald C. Becker, Schoharie, treasurer. Lillian W. Kling, Cobleskill, secretary; Myron Vroman, Middleburg, curator-librarian. Directors, Jacob H. Enders, Central Bridge; Lawyer J. Wright, Dr. S. A. Scranton, Perry C. Burton, Schoharie; Randall Becker, Gallupville; W. C. Ruland, Cobleskill; Helen C. Patchin,

Blenheim; George M. Simmons, Richmondville. Supervisors' committee, Lewis J. Lipe, Sharon; F. H. Carpenter, Seward; Paul Hess, Middleburg. The society has about four hundred members. There were 20,598 visitors at the museum in 1941.

The village has a modern fire department. The Schoharie County Bank was founded in 1888, succeeding an earlier institution of the same name. Among the early mills were those of Thomas Eckerson and Simeon Laraway on or near Fox Creek.

Lasell Park, a fine picnic place, and Lasell Hall, the Schoharie Daughters of the American Revolution Chapter House, were gifts of the Lasell family. Chester Lasell came from Windham, Connecticut, in 1806, and founded the Lasell Hat Shop. The family have long befriended the village. Lasell Hall was built as a tavern in 1818.

Throop's drug store, opened in 1800 by Jabez W. Throop, Schoharie's first postmaster, and conducted by one family more than a century, was acquired in 1938 by the Albany College of Pharmacy, which removed it to the college and reassembled it intact as an interesting and valuable display. The chief industries of the village are the cultivation of nursery stock and the quarrying of stone. The Parrott House dates from 1870.

More than a quarter-century ago the village pioneered open air sound movies during the summer season. The programs were begun in 1917, when Perry E. Taylor was mayor of Schoharie, and have been continued each year since then. A huge screen is placed in front of the courthouse and chairs are arranged on the street facing it, creating an open air theatre each Thursday night during the season. In addition to the sound movies, block dances are conducted nearby under village auspices on the same nights.

MIDDLEBURG

Four miles south of Schoharie is Middleburg, scene of the first settlement in the county, as is noted on an historical marker erected by the State Education Department. Here in the winter of 1712-13, John Conrad Weiser, Sr., arrived with his pioneer band of Palatine émigrés from the Hudson Valley.

They found a site of surpassing beauty, the Schoharie Creek flatlands bordered by three hills called by the Indians Onistagrawa, Mohegouter and Ocongene. Weiser found also at the foot of Onistagrawa fields of Indian corn and nearby on the flats was the Scho-

harie Indian village of Wilder Hook. John Conrad Weiser, Jr., grew up among these tribesmen and became an expert interpreter.

Bordering Weiser's Dorf on the north, two miles distant, grew up Hartman's Dorf, composed of sixty-five houses, the settlement taking its name from Hartman Weindecker. About one hundred families were located in Weiser's Dorf. The two communities broke up a decade later when the elder Weiser led a large part of his band to Pennsylvania, to found another colony. Some remained in the vicinity and acquired lands from the "seven partners" and others.

Adjacent to Mt. Onistagrawa was Vroomansland, an area acquired by deed from the Mohawks in 1711 by Adam Vrooman, survivor of the Schenectady massacre. Vrooman obtained a patent for one thousand one hundred acres in 1714 and, in 1726, again purchased the lands to end disputes. Copies of these deeds are in the Schoharie Stone Fort. Weiser's followers sought titles to these lands, which were exceedingly fertile, and clashed with Peter Vrooman, son of the pioneer who attempted settlement in 1715. A few years later five members of the Vrooman family were engaged in farming in the locality, while some of the Palatines had acquired lands on the east side of the river. Other Dutch families also entered the region at this time.

Middleburg was a council seat for conferences between the whites and Indians. In 1756, at a powwow, the savages were asked not to join the French against the English. Forts were erected in the valley by direction of Sir William Johnson. In the Revolution efforts were made to persuade the savages to remain neutral, and Seth's Henry, chief of the Schoharies, made such a promise, but under the influence of the Mohawks, soon joined in atrocities against his former neighbors.

At the time of the Revolution settlement had extended southward along the Schoharie as far as Fultonham, where the Upper Fort was erected in the fall of 1777 at the farm of John Feeck, which was enclosed with palisades. Site of this fort is marked as is that of the Middle Fort, built on a site at the north end of present Middleburg.

Middle Fort, center of the main attack by Johnson and Brant on the valley raid of October 17, 1780, was constructed around the stone house of Johannes Becker. The main building was forty by forty-five feet, to which was added a kitchen wing. The house was erected about 1760 and was partly standing in the late 1890s. The stockade enclosed a three-acre site. Around the house was erected staging which, owing to the pitch of the hill, gave the defenders a

good vantage point over the valley. The barn was used as barracks. Huts were built inside for the settlers to use in emergency.

There were three engagements in the vicinity. On August 13, 1777, Colonel John Harper drove off an expedition under Captain MacDonald and Adam Crysler, who attempted to sweep down the valley. August 9, 1780, raiders led by Seth's Henry and the Tory, Benjamin Beacraft, massacred five members of the Vrooman family at work in the corn fields. The bodies of Captain Tunis Vrooman, his wife and child and Mrs. Ephraim Vrooman and her daughter were buried the next day on the Feeck farm.

In the assault of October 17, 1780, when five hundred Tories and Indians decimated the valley, the Middle Fort withstood a four-hour battering. Timothy Murphy, scout and hero of the battle of Saratoga, is credited with preventing the loss of the fort and the massacre of its defenders. Ammunition was running low, Major Woolsey, Continental officer in command, was ready to surrender when a flag of truce was sent out by the invaders. Murphy promptly shot the flag down. Two more flags sent toward the fort were treated likewise. Cowardly Woolsey threatened to shoot Murphy, but finally, derided by the garrison and the women, turned over the command to Colonel Peter Vrooman, commander of the 15th Albany County Militia Regiment. The attackers soon after gave up the assault and moved down the valley, where they made an ineffectual attack on the Lower Fort at Schoharie. Murphy, with David Ellerson and other followers, left the Middle Fort to help the defense at Schoharie. His daring was heightened by the fact that his bride, Margaret Feeck, whom he had married after an elopement on October 1, 1780, was in the Middle Fort.

After the war Murphy became a prosperous farmer and land dealer. He died in 1818 on the Feeck farm, where he was buried. In 1872 his body was removed to the Middleburg Cemetery. On a site overlooking the valley he defended a memorial was erected in his memory in 1910.

The Reformed Dutch Church of Middleburg is dated from 1732, although services probably were conducted earlier by missionaries visiting the valley. In 1737 fourteen acres were purchased for the support of the church. Twenty-seven acres were conveyed to the church in 1753 by Myndert Schuyler and others for church purposes. The church was burned in the 1780 raid and funds were raised for its rebuilding in 1784. Colonel Peter Vrooman was treasurer. The church, which still stands, was completed in 1787 and remodeled in

1813. The church's two hundredth anniversary was observed in August, 1932, with a week's fête.

St. Mark's Evangelical Church dates from 1824; the Methodist Church from 1832. St. Luke's Episcopal Church was founded in 1853. Present churches include the Middleburg Roman Catholic Church and the Pilgrim Holiness Church.

Among the early family names in the vicinity were those of Zelig, Borst, Loucks, Eckerson, Bellinger, Richtmyer, Mattice, Keyser, Feeck, Hager, Becker, Vrooman, Rickard, Scheffer, Earhart.

After the Revolution New Englanders arrived. Jonathan Danforth came from Connecticut. He and his son Peter became county judges. Alexander Boyd settled about 1800, building mills at Middleburg and Cobleskill. Later he was elected to Congress. Daniel D. Frisbie became Speaker of the Assembly in 1911. The same year Judge Dow Beekman became county judge and surrogate, serving until 1929. Justice F. Walter Bliss, in 1930, was elected to the Supreme Court bench, afterward being named to the Appellate Division.

Memorial Park was the site of the early Dutch Church Cemetery. The village was incorporated in 1881. A few years ago there stood an old wooden hop pole storage building on the Pindar farm, once used as an arsenal by the National Guard. Water supply is obtained from five wells and a reservoir. In the Civil War the village sent 289 volunteers out of a voting population of 740. Twenty-nine were killed. In the subsequent wars Middleburg has furnished large quotas of its manpower. The First National Bank of Middleburg was formed in 1880. A milk plant is located in the village. The modern central school was opened in 1933. Baker Hotel, landmark for over half a century, burned February 13, 1942.

Huntersland, in the town of Middleburg, preserves the name of the Colonial Governor who sponsored the Palatine settlement in America. Under Governor Hunter's direction this area and other parts of Schoharie Valley were surveyed in 1710.

COBLESKILL

First Indian deed at Cobleskill was obtained in 1752 by John Fred Bauch, Christian and Johannes Zeh, Michael Warner and John Kniskern for four thousand eight hundred acres. The price was fifty Spanish dollars. The site was opposite the present village on the creek which the Indians called "Aschelage" and the pioneers "Cobus Kill." The origin of the name is uncertain, but by Brown is attributed

to a settler of 1740 who built a gristmill near Central Bridge, Jacob Kobell. In 1754 a deed to six thousand acres on the north side of the creek, in the present village, was granted to Johannes Becker, Jr., Johannes, Jacob and Hendrick Schaeffer. In the west end of the village lands were acquired by Johannes Lawyer and Jacob Borst.

Situated ten miles west of Schoharie, the settlement was in an exposed condition and suffered much. By the time of the Revolution, twenty families were dwelling along a three-mile sector of the valley, extending into the present town of Richmondville, where the uppermost dwelling, that of George Warner, was located. Christian Brown, captain of militia, called for aid from Schoharie when Brant and four hundred Indians approached late in May, 1778. The patriots assembled at Warner's house and from there were drawn into an ambush in which twenty-two were killed, including Captain Patrick. In the retreat, several soldiers were trapped in Warner's house, which the raiders set afire, and they were burned to death. The other homes in the valley were burned, settlers fleeing to the woods and to Schoharie for safety.

Fort DuBois was built in the spring of 1781, in the eastern part of the present business section. A three-acre enclosure was palisaded and blockhouses built. A stream was turned to form a moat. This was attacked in September, 1781, when the settlement was again blackened with ruin.

After the Revolution the community grew steadily. Early industries in the town included Benjamin Barton's factory for making grain cradles, in 1820; and the manufacture of two-handled plows by Jacob Schaffer. Lambert Lawyer, son of Johannes Lawyer, of Schoharie, conducted an inn in 1802, which was used for early town meetings. In 1815 he sold the property on which Augustus C. Smith built the Hotel Augustan in 1874. The post office was founded in 1816, with Philip Van Steenberg as first postmaster.

Cobleskill's industrial growth was advanced in 1859 when Reuben and Minard Harder bought patent rights of David Anthony on a horse treadmill and thresher and began manufacturing horsepower machinery under the name of the Empire Agricultural Works. A medal was captured with the "Fearless" threshing machine at the Philadelphia Exposition in 1876. The industry was active until the gasoline engine displaced horse treadpower early in the present century. The Harders then made manure spreaders, ice refrigerators and silos.

Building of the Albany & Susquehanna Railroad gave a general impetus. The road reached Schoharie Creek in 1863 and Cobleskill in 1865. The village was incorporated in 1868. The First National Bank was formed in 1864. Cobleskill's first newspaper "The Schoharie County Sentinel," was published in 1852. The Cherry Valley, Sharon & Albany Railroad was opened to Cobleskill in 1870.

Later events in the village development included the founding of the Cobleskill Fair in 1876; village water system, 1887; Cobleskill Park, 1890; State Agricultural School, 1911; Cobleskill Public Library, 1921. In 1924 the village fire department was motorized; in 1926 the Sharon concrete highway was built; in 1933 the new junior-senior high school was dedicated.

In 1870 Peter Feeck established a carriage factory. In 1880 David Brothers, of Quaker Street, began making boots and shoes. J. H. Frederick opened a vinegar plant in 1885.

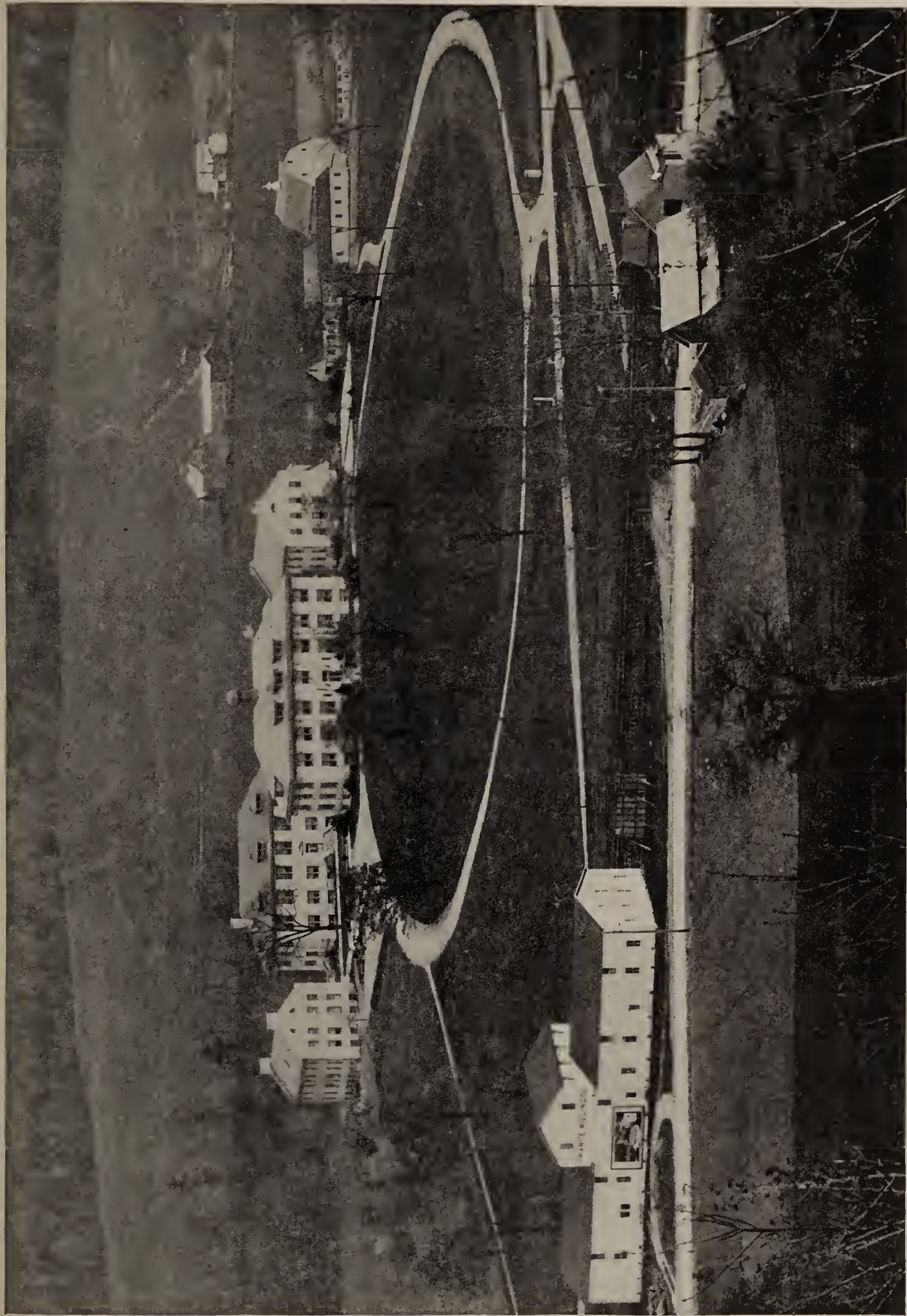
Development of the pancake flour industry began in 1893 with the manufacture of "Sure Rising" flour by Charles J. Borst and Judson Burhans to use the buckwheat for which the county was noted. The France Milling Company, established in 1902, adopted the name "Gold Medal" after capturing an award at the St. Louis Exposition and was successful in litigation over the use of this name. Cobleskill Milling Company was founded in 1912, making a product called "kaple." All three concerns have erected modern plants.

Harder Refrigerator Company is an outgrowth of the Empire Agricultural Works founded in 1859. George D. Harder, in 1898, invented a continuous stave opening silo. Part of the implement business was sold to Walter A. Wood Manufacturing Company in 1916. The silo business was sold in 1926 to a separate company. In 1933 a new type of natural ice refrigerator was developed which found a ready market.

Large milk plants are conducted by the Schoharie County Coöperative Dairies and the Dairymen's League Coöperative Association. The former was purchased from the Sheffield Company in 1939. It burned in 1941 and was replaced by a new sixty thousand dollar plant in 1942. The Dairymen's League plant is the site of Fort DuBois.

Other Cobleskill industries include two silk mills, vinegar factory (established in 1885), shirt factory, and stone quarrying. The First National Bank of Cobleskill dates from 1864. Charles Courter was the first president.

Zion Lutheran Church in Cobleskill was erected in 1794 by Palatines at Main and Union streets, and was known as the Brick Church.



(Courtesy of the Institute)

Buildings and Farm of the New York State Institute of Agriculture and Home Economics, Cobleskill

Previously communicants united with Rheinbeck and Dorloch at the Rheinbeck Church. The present edifice dates from 1868. The Methodist Church dates from 1853; St. Vincent de Paul's Roman Catholic Church, 1870; and Baptist Church from 1885. Grace Episcopal Chapel was established in 1931.

A log schoolhouse was erected as early as 1770, replaced after the Revolution with larger structures. A brick school was built in 1868, high school in 1913, the latter used since the new junior-senior school for grade purposes.

Cobleskill is the largest village in the county, with a 1940 population of 2,617. Near by are large quarries.

Among the prominent organizations are the Cobleskill Country Club, Schoharie County Bowling Association and the Schoharie County Draft Horse Club. The village has a swimming pool and a community hospital.

INSTITUTE OF AGRICULTURE

The New York State Institute of Agriculture and Home Economics at Cobleskill came into existence July 28, 1911, by an Act of the New York State Legislature. Daniel D. Frisbie, Speaker of the Assembly and resident of Middleburg, was largely responsible for securing passage of this Act. Mr. Frisbie's interest in the school remained unabated, and he served as president of the board of trustees until his death in 1931. Upon his death, D. C. Dow, Jr., of Cobleskill, was elected to the vacancy and continued in this position until 1937. Jared Van Wagenen, Jr., Lawyersville, has been president since the death of Mr. Dow.

On October 3, 1916, the school opened with a staff of five: Halsey B. Knapp, director; Stanley G. Judd, animal husbandry and dairy; Frank W. Lathrop, agronomy and farm management; Newton C. Rogers, chemistry and horticulture; and Gerald P. Tingue, academic subjects. The board of trustees consisted of: Daniel D. Frisbie, president; Arthur T. Warner, New York City, secretary; Mr. Dow, treasurer; Charles W. Vroman, of Middleburg, and Charles A. Wieting, Cobleskill.

Twelve students enrolled that year. With this small group, one building for class rooms, a farm without barn or live stock except one team of horses, the staff launched their program of training practical farmers. Since those days the State has added three buildings equipped for class room instruction, a dairy barn, poultry houses and other smaller buildings for storage of farm machinery and other equip-

ment of the school. More than two hundred students now annually attend.

Requirements for entrance permitted the attendance of any young man of good character interested in an agricultural education who could present an elementary school diploma. Secondary schools did not then offer young people opportunities for training in vocational agriculture.

In due time, however, public school authorities recognized the narrowness of the secondary school curriculum and established vocational courses in agriculture in the high schools of the State. Under the direction of Dr. A. K. Getman, chief of the Bureau of Agricultural Education in the State Department, the number of high school departments of agriculture multiplied rapidly, and the service rendered by the Cobleskill State School was no longer necessary.

With the establishment of many departments of agriculture in the high schools, along with other vocational curriculums, the proportion of students completing high school increased enormously. At the same time, the prospective farmer found that scientific practices required training beyond the secondary school, as the best assurance of success. Often, however, lack of finances, inability to leave the farm for four years, or certain stipulated requirements of subjects for entrance, made it impossible for the secondary graduate to attend the State colleges.

To meet this new need, the State School at Cobleskill raised its requirements for entrance, making a high school diploma essential, revamped its courses to a new educational level, and entered upon the program as carried on at present. This program envisages a two-year terminal course in practical agriculture, using the farm of one hundred acres with its herd of forty dairy cattle, one thousand laying hens, and equipment of modern machinery, to give practical experience in the best methods of breeding and managing of live stock and poultry and the fertilizing and growing of crops. Study and discussion is supplemented by field trips to successful farms and a summer of work with a prosperous farmer.

Upon this change the Board of Regents obtained from the Legislature passage of an Act changing the titles of these special schools. The title "New York State School of Agriculture at Cobleskill" became "New York State Institute of Agriculture and Home Economics at Cobleskill." It is significant that the words "Home Economics" should have been added to the title as more nearly expressing the dual purpose of the school. Courses in home economics have been offered at the school



Howe Caverns—Underground Boating and Natural Pillar

since 1917. During the summer of 1920 a home economics building was erected, which includes a cafeteria.

This instruction has expanded to a two-year course in child care and institutional management. Graduates are placed in various public institutions, particularly children's homes, tea rooms, cafeterias, hospitals, or other business fields specializing in feeding the public or caring for young children. The demand has far exceeded the capacity of the school. Registration is now limited.

Another important service was rendered from 1922 to 1933. In 1922 the Teacher Training Division of the State Education Department decided that certain of the State schools of agriculture were in a position to offer special advantages in the training of rural teachers. The course at Cobleskill, opening in the fall of 1922, continued for eleven years, and during a part of that time was a two-year course. Three hundred and eighty-one students were graduated, and over ninety-five per cent. of them were placed in teaching positions. In 1933 this work was transferred to the normal schools and State teacher colleges.

At the close of the First World War, the school was designated by the Federal Board for Vocational Education as an approved institution for the rehabilitation training of partially disabled war veterans.

An annual farm and home week is conducted with lectures and demonstrations by specialists from State institutions or private industry. It provides a week of outstanding educational value to residents of this area. Personal assistance by members of the staff to the adult clientele of the school in solution of day to day technical problems arising on the farms and in the homes of these people has supplemented this annual week.

Assistance to the high school departments of agriculture and homemaking has likewise been given attention. Judging contests, special day programs of instruction to teachers or teachers and students have been offered at the school and attended consistently by the members of those departments within the school territory.

HOWE CAVERNS

Indians were familiar with this great natural wonder long before the coming of the white man. Records brought to light disclose the cave was used in Revolutionary days as a hiding place by the Rev. John Peter Resig, a German Evangelical missionary to the Schoharie Valley, and a Jewish peddler, Jonathan Schmul. They resorted there



Howe Caverns—Leaning Tower of Pisa and Steps to the Bridal Altar

when hard pressed by the Indian and Tory raiders. The Indians called the locality Otsgaragee, or "cave of great galleries."

The caverns were not extensively explored, however, until Lester Howe, in 1842, investigated the source of a current of cool air coming from a rocky crevice, locally called "blowing rock hole." Howe found that his cows in summertime stood near the hole on hot days enjoying the cool breezes that issued from it.

He set out to fathom the mystery May 22, 1842, and discerning the cavern was extensive, fixed a tape at the entrance, which he unwound as he penetrated the silence and blackness. He found himself soon in an immense underground vault, with weird rock formations, and a stream flowing through the passageway, leading to a lake, now known as the Lake of Venus. Some days later he fashioned a raft and crossed the lake to the head of the stream and entered the part of the high ceilinged chambers now open to the public.

Howe's discovery attracted much attention and fixed his name to the place. Howe opened the caverns to the public, and many explored them with the aid of oil burning torches and lamps, dressing in special clothing for the trip through the damp passages. The first wedding was conducted in the caverns in 1854.

With the advent of the Albany & Susquehanna Railroad in 1865 the caverns became a leading scenic attraction, to which excursions were run, and a hotel was erected. In 1880 Howe's Cave Association was formed, which built the Cave House or Pavilion the next year. The present development dates from a visit made to the caverns in 1890 by John Mosner, of Syracuse. In 1927 he inspected Virginia caverns and was reminded of Howe's Cave, which had been dormant since the burning of the Pavilion in 1900. Howe Caverns Company, Inc., was organized in 1927 to finance a half million dollar project of improvement. This included installation of two electric passenger elevators, construction of brick paths; installing an indirect electric lighting system; boat operation, and construction of a beautiful entrance lodge, of English style, on the surface.

Walter Sagendorf, Saranac Lake, was chosen president of the company; Walter H. Cluett, Dobbs Ferry, and D. Cady Fulmer, Syracuse, vice-presidents; John Sagendorf, Howe's Cave, secretary; and Virgil H. Clymer, Syracuse, treasurer. Mr. Mosner was one of the directors and others have since been added, including Howard W. Hall, Cobleskill, who was also made secretary. The caverns were

opened to the public May 27, 1929. That year 77,366 persons visited them, and they have continued to be a mecca.

Unusual engineering work was involved in preparing the caverns for public convenience. Average temperature of the cave is fifty-two degrees Fahrenheit. With the present elevator service, cars descending 156 feet from the surface; dry paths leading more than a mile; safe bridges and guardrails, visitors may view the underground caverns in comfort. The special lighting brings out the translucent hues of the dramatic stalactite and stalagmite formations and other examples of Nature's sculpture formed by erosion over countless ages. On the lake a boat seating eighteen passengers is used. Several weddings have taken place at the Bridal Altar in recent times.

The size and shape of the caverns is notable. Among the names given the varied and colorful formations are the Temple of Titan, Tower of Pisa, Chinese Pagoda, Bishop's Pulpit, Great Beehive, Inverted Village, Cathedral Archway, Pipe Organ, Grottoes of the Naiads, Winding Way, Kissing Bridge, Pluto's Niche. The Glacier is the purest specimen of calcite found in the caverns.

The caverns are the largest in the northeastern United States. The engineering work, which included the location of the new entrance, was performed by Smith, Golder & Homburger, Inc., Saranac Lake. Geologists and other scientists have made special studies of the caverns, which have carried the fame of the Cobleskill Valley far and wide. The caverns are between Central Bridge and Cobleskill, thirty-seven miles west of Albany on Route 7.

Secret Caverns, containing many beautiful calcite formations, opened to the public in 1928. The Secret Caverns Company was incorporated in 1933. Many visitors view these attractions. Knox Cave is on the eastern rim of the county.

CEMENT INDUSTRY

Professor James Hall, State Geologist, while working on the first geological survey, called attention to water lime strata at Howe's Cave and thereby led to the establishment of the cement manufacture. Joseph H. Ramsey, leading spirit in the Albany & Susquehanna Railroad, became interested in the possibilities of natural cement production and located a mill there in 1869. Eli Rose about the same time also built a mill. Each of these had a capacity of about two hundred barrels a day. Many buildings in the region were built with cement from this source, including the capitol at Albany. In 1898 production of Portland cement was begun by Charles H. Ramsey, son of the rail-

road pioneer. In 1898 the former Howe's Cave Association was reorganized as the Helderberg Cement Company and, in 1925, became a part of the North American Cement Corporation. Production was increased to about three thousand barrels a day.

VILLAGES

Barnerville, named for Joseph Barner, a settler of 1785, was the second settlement in the town of Cobleskill. It had several early industries, including paper mill, chair, horse rake and carriage manufactures. The Casper Table Company was established in 1820.

In Bramanville is a gristmill built about 1816, it is believed, by Stephen Myers. A later one was built by Nelson Eckerson.

East Cobleskill, formerly known as Punch Kill, was an active center of the turnpike days. A tavern was built there in 1808, as was also the Schoharie Mountain Reformed Church. The village has become a winter skiing center.

Mineral Springs was formerly known as France's Corners. A post-Revolutionary settlement was made there. Following the Civil War there was a brief attempt to commercialize the mineral water springs.

Lawyersville has been known by several names, including New Rhinebeck, New Boston and the Patent. The New Rhinebeck name was dropped after the Revolution. General James Dana and John Reddington, Revolutionary soldiers from Connecticut, settled there. The village "common" was set aside in New England style. The settlement was renamed for General Thomas Lawyer. Dr. Jesse Shepherd, one of the pioneer doctors in the county lived there, and the village was noted for the number of legal men identified with it, who included Isaac Hall Tiffany, Jedediah Miller, Demosthenes Lawyer, Joseph H. Ramsey and William H. Young.

SHARON SPRINGS

The town of Sharon was under the jurisdiction of four counties at various times. First a part of Albany County (1683), it belonged to Tryon County in 1772. Tryon was changed to Montgomery. Otsego was formed in 1791, including Sharon, then known as New Dorlach. In 1795 it became part of the new Schoharie County.

The village of Sharon Springs owes its growth to the abundant mineral waters found there. Indians had paths to the springs from all directions. In 1825 David Eldredge established facilities for twenty-five guests and, in 1837, a company was formed in New York



Airplane View of Sharon Springs

City by the Gardner family (J. H. Gardner & Son), who became sole owners of the famous Pavilion Hotel (built in 1836), bathing establishments and springs. Since then the White Sulphur Company bathing establishments and the Pavilion Hotel have been in the hands of the same family.

In 1941 the Pavilion Hotel was demolished to make way for a large park and recreational area. Six bathhouses provide treatments for six thousand patients daily. There are also privately owned hotels and boarding houses furnishing accommodations for about eight thousand guests.

Besides the sulphur springs there are a magnesia, eye water and a chalybeate or iron water spring. These have been recognized for over a century for beneficial effects on various ailments, including cardiac, skin, stomach and other disorders, as well as rheumatism and arthritis.

The new recreational area high over the Mohawk Valley utilized the Colonial pillars of the original hotel with swimming pool, tennis, riding academy and other features. A ski and sports club was organized in 1928, proving popular in making Sharon Springs a year around resort. An interscholastic ski meet in 1941 drew more than two hundred contestants.

The resort is also a prominent residential section. It is on Route 20, which is noted for its panoramic views and has many interesting drives nearby. Altitude of the village is 1,320 feet. It is forty-five miles west of Albany, eight miles east of Cherry Valley and twenty miles northwest of Schoharie.

TOWNS OF THE COUNTY

Sharon takes its name from Sharon, Connecticut, after which it was named by Calvin Rich, who settled in 1784. The post office was located at Leesville in 1805, when the mail route was opened on the turnpike.

William Beekman, who served in the Revolution, settled at Beekman's Corners in 1788 and became the first county judge. He built a mansion in 1802. A Lutheran congregation was founded at this settlement in 1745 by the Rev. Peter N. Sommer. The Reformed Dutch Church of Dorlach was built in 1796.

Seward, named for Governor William H. Seward, was settled in 1754.

On the Hyndsville-Seward Road, in 1927, a monument was erected to the memory of Catherine Merckley, slain by Seth's Henry in an

attack by Indians and Tories on the home of her uncle, Michael, October 18, 1780. Michael, who had reached home first after a visit to neighbors, was slain, and Catherine, trying to escape on horseback, was shot and scalped. Her burial place is on the Frederick Merckley homestead a mile north of Hyndsville. On July 4, 1780, the family of William Hynds was surprised by Crysler and some Indians and taken prisoners.

Settlement in the town of Richmondville was made about 1764 by George Warner and John Zeh. A branch of the Warner family settled in Albany County. Warner's house was burned in the raid of May 30, 1778, when Captain Patrick and twenty-two soldiers were slain. The town was named for George Richmond, a settler of 1785. At West Richmondville was the Warnerville Union Literary Seminary, one of six established in the county, dating from 1853. In Richmondville were two others, built in 1852 and 1853, afterwards burned. Asa Bailey built one of the early gristmills.

A paper mill was operated in Richmondville from 1865 to 1883 by Westover & Foster. George Dox ran the first tavern in the village in 1795. It was used as the post office in 1825. The town is in a dairying section. The Bank of Richmondville was founded in 1893. West Richmondville was the birthplace of Corporal James Tanner, of Civil War fame. Richmondville has had a Sheffield milk plant for over forty years.

Seymour Boughton, of Danbury, Connecticut, was an early settler of Summit and served several terms as supervisor. An Indian path used by the invaders during the Revolution came up the Charlotte Valley to Summit Lake, thence down to Schoharie Creek. A spring west of Summit village gives rise to the Charlotte River. Charlotteville Seminary, founded in 1850, burned in 1856. People's College (1855-67) also was at Charlotteville. Eminence was formerly known as Dutch Hill. The post office was established there in 1851.

New Englanders settled in the town of Jefferson about 1793. Ezra Beard was the first supervisor. Citizens raised a fund to establish Jefferson Academy in 1812, with the Rev. William Salsbury as the principal. Stephen Judd gave land for a drill field and academy, now used as a village green. A union school was founded in 1878.

Bouck's Island and the mansion, where Governor Bouck was born, are in the town of Fulton. Near Fultonham is marked the site of the home of Timothy Murphy on the Feeck farm, where he died, as is the site of the Upper Fort. The latter was a log stockade with

four blockhouses. Bouck's Falls is in a beautiful ravine. Breakabeen was a name given by the early settlers, meaning covered with brakes or ferns.

In the town of Blenheim is the noted wooden bridge built in 1855, with a span of 228 feet, longest of its kind in the world. Nicholas Powers was the builder. On Blenheim Hill was a rendezvous of the Anti-Renters. A marker has been erected at the Manor House of John Lansing, Chancellor of the State, 1801-14, who owned part of the Blenheim Patent. A county forest was established on Blenheim Hill in 1928. The first inn at North Blenheim (Patchin Hollow) was conducted by Henry Effner.

Gilboa, in 1840, had a cotton mill with one hundred looms, destroyed by a flood in 1869. A tavern was built about 1797 by William Edwards. David Ellerson settled in this town after the Revolution and is buried in Flat Creek Cemetery. A Reformed Church was founded in 1802, Methodist Church about 1842. The Gilboa Dam of the New York City water supply was erected in 1926, when the old village was flooded. Families relocated in the vicinity. Cost of the project and tunnel was \$7,800,000. The ancient fossil trees were found in the gorge excavation. The Gilboa Reservoir takes half the water of Schoharie Creek, which flows eighteen miles through a tunnel to the Ashokan Reservoir. The remainder of the stream continues to flow northward into the Mohawk River.

Conesville was named for the Rev. Jonathan Cone and is a picturesque region drained by the Manor Kill. Ury Richtmyer obtained a patent for lands in 1754. Richtmyer's Tavern was built in 1789.

The town of Broome was founded in 1797. Derick Van Dyck had a house near Livingstonville, which was burned by the Tories in the Revolution. The Livingston family were landholders in the region and maintained a residence there. David Williams, André's captor, died at Livingstonville in 1831 and was buried there, being reinterred in 1876 at the Schoharie Stone Fort. His farm was on a mountain north of the village, which he acquired about 1805 from Daniel Shays, leader of the post-Revolution rebellion in New England. Shays settled there after the collapse of his revolt, and lived there fifteen years when he went to Sparta, Livingston County, where he died in 1825. The Presbyterian Church was established in 1817, the Methodist Church in 1824.

The Becker and Zimmer families were pioneers in the town of Wright about 1735. Major Jacob Becker was the valiant defender of the Lower Fort in 1780, and beat off Crysler's attack on his own

home at Shutters Corners, built in 1772. Jacob Becker, Jr., built a fulling mill on the north side of the creek in 1800. Gallupville was settled by the Gallup family, who emigrated from Massachusetts about 1817. Samuel Gallup settled in Albany County. The post office was established in 1825.

Kneiskern's Dorf was named for Johan Peter Kneiskern, who settled in 1717 and owned a gristmill which was destroyed by Brant in 1780. Part of Garlock's Dorf was in this vicinity where, accord-



Imperial Bath, Sharon Springs

ing to tradition, Lambert Sternberg planted the first wheat. Near Sloansville was the Indian stone heap, an ancient landmark. The Stone Heap Patent was purchased about 1792 by John, James and George Brown, who built a log house and opened a tavern. Near Schoharie Junction a blockhouse stood in 1781.

Esperance was incorporated as a village in 1818, having enjoyed a rapid growth on the construction of the Great Western Turnpike. The post office was established in 1805. The Presbyterian Church building dates from 1824, the congregation having met since 1817. The church was built on land given the village by General North. The Methodist Church was founded in 1828. Esperance Academy

was founded in 1835. The village had many industries, including a straw paper mill, wagon, plow, sleigh, knitting, sewing, boot making, chair factories and other establishments. After the Delaware & Hudson Railroad was built Esperance became a hay shipping point, with long sheds bordering the tracks, to which farmers brought their crops. Sheldon Jackson, Alaskan missionary, was born in Esperance in 1824. The famous covered bridge stood from 1812 to 1930. John S. Brown, sheriff during the Anti-Rent upheaval, was from Esperance.

In the town of Carlisle are buried Judge John M. Brown, author of the valued pamphlet history of the Palatine settlement of the county, who died in 1823; and Captain Thomas Machin, engineer under Washington, who built the iron chain across the Hudson at West Point. The Carlisle Grove Seminary was conducted from 1852 to 1865.

Bethany Lutheran Church in Central Bridge was organized in 1844 by the Rev. George Lintner.

George Westinghouse—Schoharie County was the birthplace of George Westinghouse, Jr., inventor of the airbrake. He was born at Central Bridge, October 6, 1846, son of George Westinghouse, Sr., who settled there, coming from Vermont. The elder Westinghouse, a farmer, had an inventive mind and began improving farm machinery. In his father's workshop young George at the age of fifteen developed a rotary engine and got a patent for it. At seventeen he joined the Civil War, returning afterwards to Schenectady, where his father had moved his manufacturing operations, producing threshing machines and other equipment.

While with his father, George, Jr., devised a car replacer and a steel railroad frog for clearing railroad wrecks. Another wreck he witnessed inspired him to develop the airbrake, on which he obtained a patent in 1869. The invention was developed at Pittsburgh, where he established his company in 1886. In 1912 he was awarded the Edison gold medal for achievement in developing alternating electric current. At his death, in 1914, his companies had grown to a capitalization of two hundred million dollars and were employing fifty thousand persons. His birthplace is still to be seen in Central Bridge.

Schoharie's "Who's Who" contains many names. Among its authors may be listed Roscoe, the historian; the Rev. John Van Schaick, Jr., member of the American Relief Commission to Belgium, 1917-19, who has written widely and since 1922 has been

editor of the "Christian Leader"; Don Cameron Shafer, who wrote "Smokefires in Schoharie"; and the Rev. Sanford H. Cobb, for some years pastor of the Dutch Reformed Church, Schoharie, who wrote "The Story of the Palatines" (1897). John Gebhard, Sr., and John Gebhard, Jr., attained distinction as geologists. Thomas E. Finegan, born at West Fulton, became Deputy State Commissioner of Education. George S. Van Schaick, born in Cobleskill, became State Superintendent of Insurance and vice-president New York Life Insurance Company. The late Justice Charles E. Nichols was born at Jefferson. Justice F. Walter Bliss, of the Appellate Division, was born at Gilboa. Judge Dow Beekman, of county court, was born at Middleburg. County Judge William H. Golding is from Cobleskill.

The record of its bar includes the service of Judge Jacob Sutherland, who lived in the Lansing manor house at Blenheim, and was a delegate to the 1821 State Constitutional Convention.

Chancellor John Lansing, successor of Chancellor Robert R. Livingston, lived at the Lansing manor house in Blenheim. He was born in Albany in 1754 and held many high posts. He was delegate to the Federal Constitutional Convention, opposing Hamilton's plans for a strongly centralized government. He served as Justice of the Supreme Court, 1790-1801, and as Chancellor, 1801-14. He owned a part of the Blenheim Patent. He disappeared mysteriously in New York City in 1829, while going to mail a letter at the Albany boat dock.

William S. Dunn, Assistant State Commissioner of Agriculture and Markets was born in Middleburg and resides on a farm in Schoharie County. Dr. Horatio M. Pollock, director, mental hygiene statistics, State Department of Mental Hygiene, was born in Patria, Schoharie County. He was formerly associate editor of "American Education" and editor of "Psychiatric Quarterly." He organized the American Statisticians Association.

CHAPTER XXX

Montgomery County

Sir William Johnson Obtains Formation of Tryon County, 1772—Boundaries—First County Officers—Meeting of Palatine Committee, August 24, 1777, to Declare Against Tyranny, Described by Ludlow Frey—Growth of Settlement After Revolution—Name Changed to Montgomery County, 1784, Many New Counties Formed from It—Beginning of Railroad Freight Shipments—Webster Wagner—Greene and Sanford, Pioneers in Carpet Industry—Silk and Cotton Goods at Fort Plain—Arkells Pioneer Flour Sack, Beech-Nut Industries at Canajoharie—Linseed Oil—Hydro Power at St. Johnsville—County Points of Interest—Susan B. Anthony—Canajoharie Library and Art Gallery—Auriesville Shrine—City of Amsterdam—Hospitals, Banks, Parks, Manufactures.

In 1683, some time after the English had taken over New Netherland, the New York Provincial Council set up twelve counties. As New York in that early period claimed some parts of New England, these were incorporated in the county system, as noted in an earlier chapter. Sir William Johnson finally was able to convince the Council that some new counties should be set up, the natural growth of the northern region having made the long trips to Albany for legal matters inconvenient. On March 12, 1772, an Act was passed by the Council of New York Colony and placed upon the statute books:

“An Act to divide the County of Albany into three counties. . . .

“And be it further enacted by the Same Authority. That all the lands lying within this Colony to the westward of the County of Albany as by this Act restricted, and to the westward of the North line from the Mohawk River above mentioned continued to the North line of the Province, shall be one separate and distinct County, and be called and known as the County of Tryon.

"And be it further Enacted by the same Authority, That until Goals for the said County of Charlotte and Tryon shall be erected the sheriffs and officers, and Ministers of Justice having process, and the Custody of Prisoners may make use of the present Goal of the County of Albany, and the Gaoler thereof shall receive the prisoners and be as answerable for them as if they were delivered to his care by the Sheriff or other officers of said County.

"And be it Further Enacted by the same Authority, That Nothing in the Act shall be construed to effect any suit or Action already commenced or to be commenced before the



Fonda Court House, 1836

first day of January which will be in the year of our Lord one thousand seven hundred and seventy three, so to work a wrong or prejudice to any of the parties therein, nor to Affect any Criminal or other proceeding on the part of the Crown already begun, nor any Recognizence as tho' this Act had never been passed, nor shall any of the Lines so assigned for the Limits of either of the said Counties be deemed to take away, abridge, destroy or effect the Right and Title of Any Bodies Politic or Corporate or any Patentee or other holding under any Patentee or Patentees in any manner or by any ways or means whatsoever.

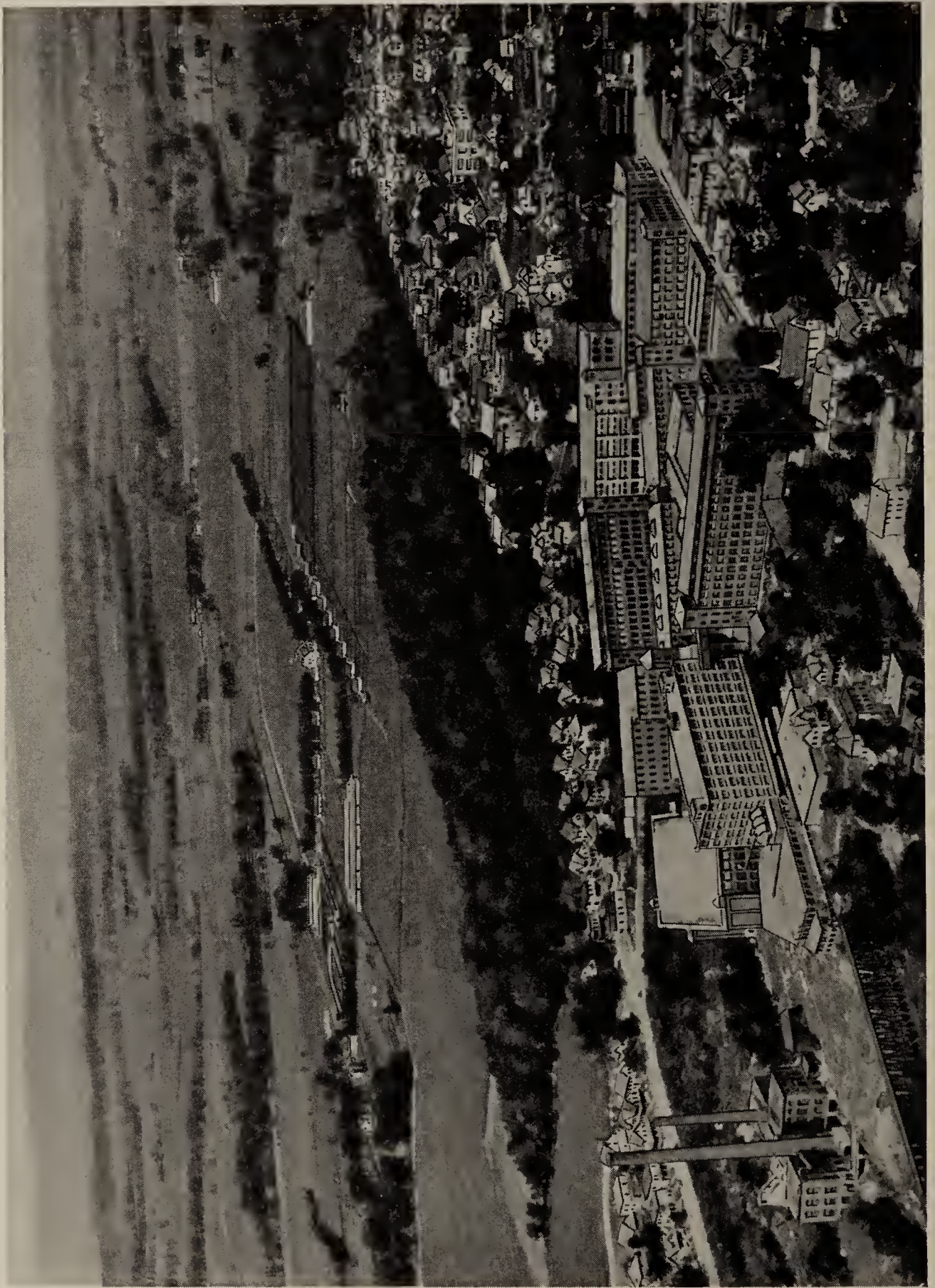
"And be it Further Enacted by the same Authority that so much of the Lines of partition between the County of

Albany as restricted by this Act, and the said new Counties of Charlotte and Tryon, as the Judges of the Inferior Courts of Common Pleas or the Major Part of them for the Time being of the said Counties, shall think fit, shall be actually run out and marked by such Person or Persons and in such Manner, and at such Time as to the said Justices or a Majority of them shall seem meet, and the Expenses of the Service shall be equally divided between the said Counties and raised in their respective Counties, as Part of the County charge thereof, are usually raised and levied, and such agreements and the return of the Survey, and other Transactions in the Business aforesaid, shall be entered in their respective County Records, and the same or any Office Copy thereof shall be conclusive Evidence concerning their respective Partition Lines and County Bounds.

“Provided Always that Nothing in this Act contained shall be construed, or taken to Alter or derogate from the Rights and Royal Prerogatives of his Majesty his Heirs and Successors in the granting of Letters of Incorporation granting Markets and fairs to be kept and held in the said Counties of Charlotte and Tryon, but that the said Rights and Prerogatives of the Crown shall or may be at all Times hereafter be exercised therein by his said Majesty his Heirs and Successors in full and ample Manner to the interests and purposes as if this Act had never been made.”

This was a victory for Sir William Johnson, who had had a bitter fight in its behalf before the Provincial Council. The new county was named for the Colonial Governor of the Province, William Tryon, who was to be the “Bloody Billy” of the Revolution.

The boundaries of Tryon County were at first roughly designated: the east line beginning at the north side of the Mohawk River at the western line of Schenectady Township in Albany County and running in a northerly direction to the Indian village of Saint Regis, on the Saint Lawrence River, and on the south side of the Mohawk River, beginning at the same point and running southwesterly to Lake Utsayantha near present Stamford. This lake is the source of the west or Mohawk branch of the Delaware River. From this point the line followed the Delaware River until it reached the Pennsylvania line near Deposit, New York. Later this line in some parts followed the Schoharie Creek, that is, the lower reaches of this stream, where it empties into the Mohawk River near Fort Hunter.



Mohawk Mills, McCleary Division, Amsterdam

The west line was the Fort Stanwix Treaty Line of 1768, from present Rome, to the Pennsylvania line, but north of Fort Stanwix the line was not clearly drawn, that area having been left out of the treaty negotiations.

Tryon County as set up was divided into five districts—Mohawk, Palatine, Canajoharie, German Flatts and Kingsland. The Mohawk District was bounded on the east by the county line of Albany County, and was the easternmost district in Tryon County. It extended to the Canadian line on the north and in a triangle on the south side of the Mohawk, with its apex at Lake Utsayantha. For all practical purposes all of the districts on the north side of the river extended only to the line of settlement, the rest of the area being the vast Adirondack wilderness. Canajoharie District on the south side of the Mohawk occupied the area between the "Noses" on the east to Fall Hill (Little Falls) on the west and south to the Pennsylvania line. This district was the most populous, embracing all of the early settlements along the Susquehanna River, besides Springfield, Cherry Valley, Minden and the Upper Castle of the Mohawks. German Flats (early spelled "Flatts") was west of the Canajoharie District, while across the Mohawk River from it lay Kingsland District. Originally the position of these two districts was reversed through some error. Between Kingsland and the Mohawk District on the north side was the Palatine District, to whom the honor of the organization of the Tryon County Safety Committee goes.

In the vast area of Tryon County there were many small settlements scattered over its entire length and breadth; only a few had over a few hundred persons, the most of them less than that. Johnstown, the home of Sir William Johnson, was the first county seat with a courthouse and jail, erected by the Baronet, who was later reimbursed for his expenditure by the county—a fact only recently come to light, notes Harry V. Bush, Canajoharie, Mohawk Valley historian.

On May 26, 1772, Governor Tryon appointed the first officers for the county, who were: Guy Johnson, John Butler, Peter Conyne and Hendrick Frey, judges of the Court of Common Pleas; Daniel Claus, John Wells, Jelles Fonda and John Lyne, justices of the peace; these same men were also named assistant judges of Inferior Courts of Common Pleas, authorizing any three of the first named judges "to hear, try and determine with a jury of twelve lawfull freeholders of the County, all suits, quarrells, controversies etc."

Michael Byrne, John Collins, Peter Martin, Joseph Chew, John Frey, Frederick Young, Peter Ten Broeck, Rudolph Shoemaker and

Frederick Bellinger were also named justices of the county. According to the law these officials were given power to levy taxes for county expenses.

The first Court of Quarter Sessions was held in the new courthouse September 8, 1772, thus the county began its own business of government. The first court session was a colorful affair; present were: John Johnson, knight; John Butler, Peter Conyne, Guy Johnson, judges; Daniel Claus, Jelles Fonda, John Wells, John Collins, assistant judges; Joseph Chew, Adam Loucks, John Frey, Frederick Young, Peter Ten Broeck, justices of the peace.



Fort Plain from Prospect Hill

The two years following the opening of that court had been rather uneventful, there was only a slight undercurrent of feeling against the Stamp Act. Sir William Johnson was still alive and his influence went far in keeping the populace peaceful, and had he lived there is a possibility that his influence and his knowledge of the country and its problems might have been impressed upon the English statesmen to show the folly of their program.

Sir William Johnson died on July 11, 1774, and his son John and his nephew, Guy Johnson, who succeeded to his estates, were staunch Loyalists and therefore bitterly opposed to the ideas of the patriots. Feeling which had been suppressed during Sir William's life now flared up and the whole valley began taking sides in the question that was eventually to bring on war.

On the twenty-seventh of August, 1774, a group of men met at the tavern of Adam Loucks in Stone Arabia, the Palatine community that had been established in 1723, the most prosperous of the frontier settlements. Events moved swiftly after Sir William's death, and these men were of the opinion that some action must be taken to guard against the petty tyranny of Sir John and Colonel Guy Johnson, the Indian Agent, who were trying to array the Indians against the settlers.

The following quotation is from a manuscript of the late Ludlow Frey, for many years the dean of Valley historians:

One day in August, succeeding the death of Sir William Johnson, a number of prominent men of the Palatine District were gathered at the inn at the hamlet of Stone Arabia, kept by one Adam Loucks, who, having paid his excise tax, was entitled to sell wine, spirits and beer to such customers and guests as chanced to pass his way.

On one side of the room was a fireplace, flanked to right and left with cupboards through the glass doors of which could be seen in all the glory of the blue and white of Holland, sundry punch bowls and dishes.

The mantelpiece was a fine specimen of the finicky carpentry then prevailing, curiously elaborated patterns and mouldings, showing patience and industry and in the center a "sun burst," an attempt to represent by carved fluting, the glory of the rising sun.

Over the mantel against the chimney were two long Queen Anne muskets, a cartridge box and one of those necessary and always present powder-horns covered with designs incised by some soldier fond of the grotesque. It was smooth and yellow from long usage and on it might be seen a fairly correct map of the Hudson and Mohawk country with their forts, blockhouses, and settlements, likewise the owner's name and the legend, "Made at Lake George, September 17, 1755," and below the lines,

"I, powder with my Brother Ball
hero like, do conker all."

On the wall hung prints of Martin Luther and Frederick the Great, George III and Louis XIV, the latter put in the frame upside down and under it these words in German,

"This is the man we all should hate,
Who drove us from our homes,
And burned the old Palatinates
And sent us forth to roam."

These men then at the old inn were thoughtful, earnest men who had come together on very urgent and sober business that summer day of 1774.

At the head of the table was Christopher P. Yates, a born leader, although he was not a Palatine, having come into the district from Schenectady and married a sister of the Frey brothers, Hendrick and John, but he was thoroughly identified with the interests of the valley.

Around the table were grouped Isaac Paris, John Frey, Andrew Finck, Andrew Riebert, Peter Wagoner, Anthony Van Vechten, Daniel MacDougal, Jacob Klock, George Eacker, Jr., Harmanus Van



Mohawk Turnpike Through St. Johnsville

Slyck and Christopher W. Fox. These men represented many nationalities—Swiss, German, Dutch, Scotch—whose families had come to America to find a free living space. After some discussion they adopted a resolution boldly protesting against British taxation and oppression.

This document revealed clearly the aroused state of mind among the settlers of frontier New York, prior to the actual beginning of hostilities. It is cited fully in Chapter XV.

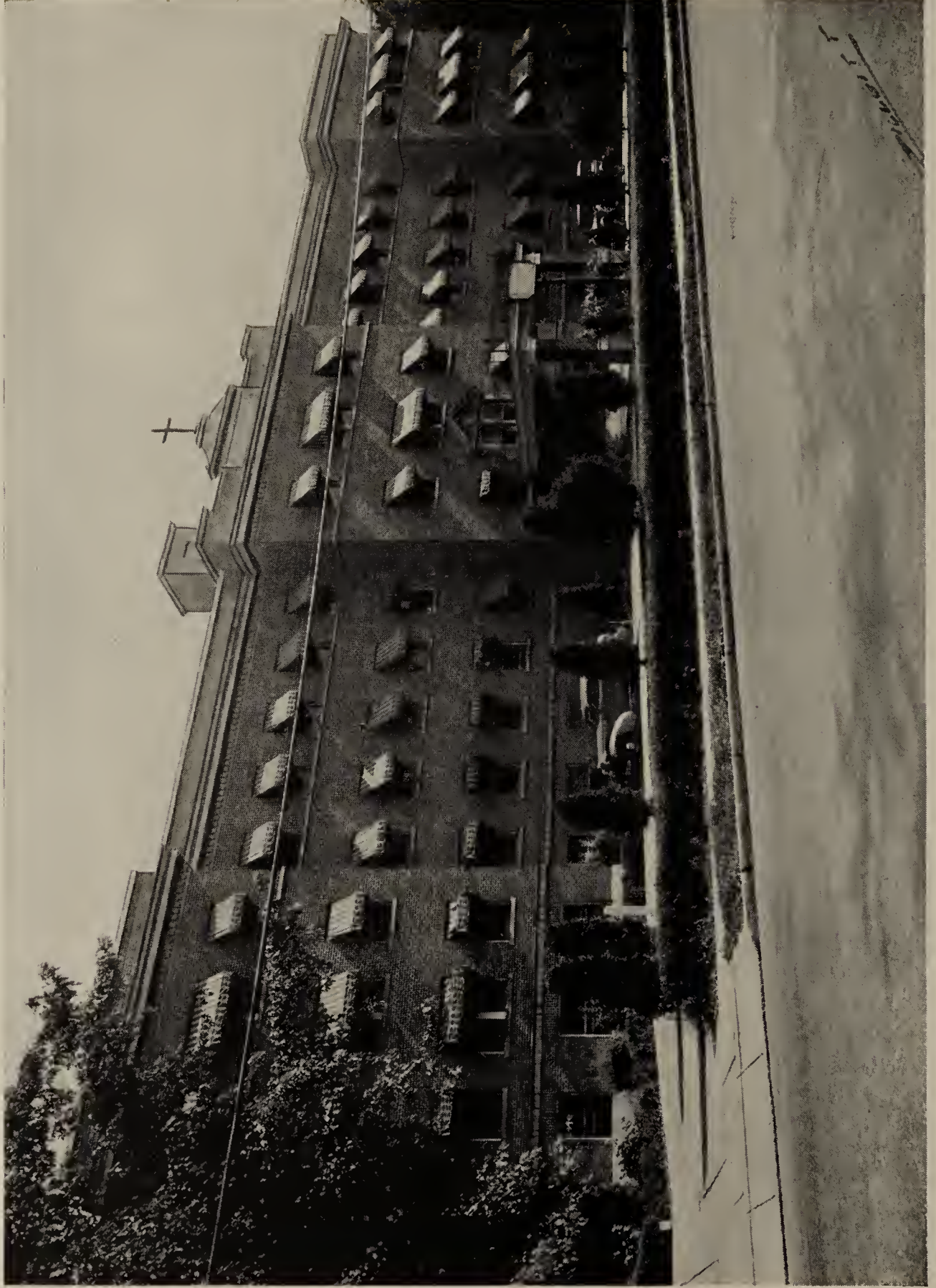
The work of the Tryon County Committee of Correspondence, or Safety as it later was called, is of great interest. The old minute book is still in existence. Formerly the property of the Frey family, it is now in the possession of the Montgomery County Historical Society.

The organization of the other districts of Tryon County went slowly forward during the fall and winter of 1774-75, and by spring

the committees of Canajoharie, Mohawk, German Flatts and Kingsland were ready for action. On May 18, 1775, the Palatine Committee met for the last time as a single unit.

In the thirty-one recorded meetings of the committee as a whole are found many sidelights upon the pre-war and early war days in the Mohawk Valley. Among them are the following examples: "We know, that some of the Members of this Committee have been charged with compelling people to come into the Measures, which we have adopted and with drinking treasonable toasts, but as we are convinced, that these Reports are false and malicious and spread by our Enemies of the World, the oath of allegiance must be taken by all." . . . "We the subscribers, Respective Freeholders of the said County, do solemnly declare, and acknowledge the same on our oaths, when Required that we will support our American Liberties to the utmost of our power in Company and association with our neighbors and Fellow Freeholders of our said County." An Indian Council produced the following: "At the request of the Sachems and Warriors of the Indians in the Canajoharie Castle (Mohawks), this Committee met to hold a Congress with them, in regard to our present Trouble and their Concern about the same—said Indians, upon an address to them from this Committee interpreted by Mrs. Peggy Johnson, the wife of Thariachysko (an Indian of said Castle) answered in a long speech, assuring us of their True Friendship and to be entirely neutral in the present controversies of America with the Mother Country." The assurance of peace was to change to open warfare. A letter ordered to be written by the clerk of the committee said, in part: "Mr. Ebenezer Cox informed this Board, that Mr. Peter S. Tygert told this informant, that he was informed by a person, who we have Reason to think, has it from good authority, that Coll. Johnson was ready with 800 or 900 Indians to make an invasion of this County, that the same Indians were to be under the command of Joseph Brand (Brant) and Walter Butler, and the same Indians were to fall on the Inhabitants below the Little Falls, in order to divide the people in two parts."

So in this way Tryon County went to war. The militia was organized and for seven long years fought on many fields within the county to hold the land and protect the settlers. There was suffering, starvation, desolation and destruction, but the stubborn frontiersmen never gave up, holding their gains where possible and when suffering setbacks they set themselves heroically to the task of recovery. Oriskany, then in the county, was the bloodiest battle of the Revolution.



St. Mary's Hospital, Amsterdam

It was fought by Tryon County militiamen, who suffered tremendous losses, but held the valley for their families.

One cannot but mention among the many fields of battle and massacre in the county, Cherry Valley, German Flatts, Andrustown, Springfield, Caughnawaga, Stone Arabia, Durlach, Currytown, to give the credit to our forefathers who held this valley "through Hell and high water" that this land of ours might be free.

The Tryon County of 1772 came to an end April 2, 1784, when the name was changed to Montgomery, in honor of the brilliant General Richard Montgomery, who died leading the charge against the walls of Quebec on New Year's Eve, 1775. The Revolution terminated the old Fort Stanwix treaty line so that the opening of the western lands became possible.

The county seat was to remain at Johnstown for many years, and for the large northern and western area Montgomery was the "mother" of counties. The first partition came late in 1784, when the township of Whitestown was taken from the county. This township then became an area greater than the old Tryon County had been at its founding. The first new county erected from Montgomery's original territory was Ontario, January 27, 1789, comprising thirteen of the present counties and parts of two others.

With the incoming of settlers from New England following the war changes came thick and fast. As the settlements grew demand arose to have smaller counties established. In 1791, Herkimer, Otsego, and Tioga counties were formed. During the next decade came Onondaga, 1794; part of Schoharie in 1795; Steuben in 1796; part of Delaware in 1797; Chenango and Oneida in 1798; and Cayuga in 1799. During the early years of the nineteenth century further divisions took place, eighteen more counties being formed from the area between 1802 and 1859.

In 1838 there remained in Montgomery County an area which now sought to become a separate county. Thus Fulton County came into existence and old Montgomery County became a shadow of its former self. The county seat of Montgomery County was established at Fonda in 1836, the site of old Caughnawaga village. A courthouse and jail were erected and the functions of government went forward. The courthouse, with its pillars and dome, is a familiar landmark close to the New York Central Railroad and the Mohawk Valley Highway.

Small communities which had sprung up along the Erie Canal began to prosper, particularly after the canal was enlarged in 1840.

The turnpike had made travel easier. Taverns flourished at every mile along the roads, giving cheer and comfort to the weary traveler. Great herds of cattle, flocks of turkeys, ducks and sheep were driven eastward to market along the dusty highway.

In 1836 came the railroad and another change in travel took place. Montgomery County was a decided factor in the railroad's early struggles. The first recorded shipment of freight was made when a family moving from Canajoharie to Schenectady found that the muddy highways of spring kept them from traveling by wagon. The householder made a deal with the station agent at Palatine Bridge; the household goods were piled into a rail carriage, and the family proceeded on their way to a new home. From such a humble beginning grew the vast freight transportation of the valley today.

Another stride forward in railroading came in 1858, when Webster Wagner, then station agent at Palatine Bridge, who had been a cabinetmaker, conceived the idea of a sleeping-car. He took up the problem with Erastus Corning, president of the New York Central, who saw the possibilities of such an innovation and placed at Wagner's disposal a new passenger coach to carry out his idea. The first sleeping-car was a crude affair; the bed was made by placing two specially designed armed chairs end to end, thus forming a bed. As time went on this method was improved upon. Then Wagner built his first "parlor car." These cars became very popular and soon the Wagner Car Company obtained the sole franchise to run their cars on all New York Central trains. The company flourished and built many more cars and received franchises from other railroads. In 1882, in a disastrous train wreck at Spuyten Duyvil, near New York City, Webster Wagner was burned to death in one of his own cars. Thus passed a fine gentleman, State Senator, inventor and philanthropist. The Wagner company was merged with the Pullman system.

In 1840, Wait, Greene & Company began the manufacture of ingrain carpets at Hagaman. Two years later William K. Greene withdrew from the company and went to Amsterdam, where he began the manufacture of carpets in his own mill. A few years later he was joined by John Sanford. This was the beginning of the great carpet industry that has been the mainstay of business in Amsterdam for one hundred years. Today the vast plants of the Bigelow-Sanford Corporation and the Mohawk Carpet Mills are monuments to that industry, of which Amsterdam is America's greatest center.

Greene, originally from Connecticut, had been in an unsatisfactory business venture in Poughkeepsie. He moved to Hagsman on learning of mill properties there, shipping looms up the Hudson. Amsterdam afterward became the center of the carpet industry because of its larger water power and shipping facilities.

After Sanford came into the company, the name was changed to J. Sanford & Company, and after Stephen Sanford entered the business, the name became S. Sanford & Son, which subsequently evolved into the Bigelow-Sanford Carpet Company.

In 1855 a dam was built on the Chuctanunda at West Galway to get more water power for the mills. The reservoir was enlarged in 1875 and a board organized to take charge of the supply. Stephen Sanford headed the group. In 1881 he was president of the water board which built a reservoir on the hill north of the village for the municipal supply at a cost of three hundred thousand dollars.

The Shuttleworth Mills were founded by John, James and Walter Shuttleworth. Howgate, McCleary & Company had their rug mill at Rockton. The Shuttleworth, McCleary, Wallin and Crouse plants finally became centered in the present Mohawk Carpet Mills.

As a result of these developments Amsterdam has become the second city in the world in the manufacture of carpets and rugs.

Linseed oil manufacture was begun at West Galway in 1824 by Supplina Kellogg. His brother, Lauren Kellogg, succeeded to the business and greatly enlarged it and for years this has been an important Amsterdam industry.

Pioneers in the broom and brush making industry, for which Amsterdam is noted, included J. D. Blood & Son and G. W. Bronson.

In 1857 another great industry sprung up in Amsterdam. This was the knit goods business, which long flourished, but has for the most part been moved south or abandoned. Many of the old mills have been demolished. The knit goods industry also had a place in the prosperity of other Montgomery County villages. Cotton and silk knit goods have been manufactured in Fort Plain and St. Johnsville over a period of fifty years. For over a quarter century piano actions and player pianos were produced at St. Johnsville.

The Duffy interests in Fort Plain and the Reaney interests of St. Johnsville in the silk and cotton knit goods trade have held a dominant position in the welfare of these two villages. Present industries include knitting goods and paper boxes in Fort Plain; dyeing, dresses, underwear and gloves in St. Johnsville.

In 1858 James Arkell, of Canajoharie, began experimenting with the production of cotton flour sacks. Up to that time flour had always been packaged in barrels. On the outbreak of the Civil War cotton became scarce and Arkell turned to paper as a substitute for a flour sack. The firm of Arkell & Smith built a mill at Canajoharie, equipped with machinery for the manufacture of sacks. Much of this machinery was invented by Mr. Arkell. From this small beginning a large industry has developed, manufacturing coffee, coal, cement,



Beech-Nut House, Canajoharie

flour, fertilizer and other types of bags besides wax paper and other kindred products.

The son of James Arkell was one of the founders of another great industry at Canajoharie. Bartlett Arkell, in 1891, was one of the men who formed the Beech-Nut Packing Company. First the only products were ham and bacon. Then they began the packing of bacon in glass jars. From this small beginning a giant industry has developed, manufacturing many varied food products, operating several plants over the country, a business that runs into many millions of dollars annually.

Bartlett Arkell has been the guiding genius of this business not only through its formative years, but during years of expansion, retiring in 1941 after fifty years of service as its president.

In 1848 the manufacture of linseed oil was begun in Amsterdam, and that industry is still being carried on in that city. Brooms have also played a part in the prosperity of the city. Begun in 1868, at a

time when the vast flatlands along the Mohawk River were covered with hundreds of acres of broom corn, the business has flourished throughout the years, although the broom corn has disappeared from this valley and today must be shipped in from the distant West.

While the products mentioned represent the major industries of Montgomery County, many others have been or are being produced in the area during the century of its existence in its present boundaries. Mill iron, mill saws, furniture, mop wringers, gloves, chemical products, threshing machines, axles, wagon springs, hose bands, time globes, paper clips, paper boxes, felt shoes and slippers, silk dyeing, weaving machinery, are some of the articles that have been produced here.

Montgomery County has but one city within its bounds, Amsterdam; it also has the incorporated villages of Fort Johnson, Fonda, Fultonville, Hagaman, Palatine Bridge, Canajoharie, Ames, Fort Plain, Nelliston and St. Johnsville. There are many smaller settlements including Sprout Brook, Buel, Stone Arabia, Palatine Church, Frey's Bush, Mapletown, Sprakers, Randall, Auriesville, Fort Hunter, Minaville, Glen, Yosts, Tribes Hill, Cranesville and Rural Grove. Fort Hunter is the site of the frontier fort of 1711, where Queen Anne's chapel to the Mohawks was built. The Queen furnished the chapel with a valuable set of communion plate. The rectory still stands. Here also is to be seen a noted stone arch viaduct of the Erie Canal, crossing Schoharie Creek.

The first bridge of importance over the Schoharie at Fort Hunter was built by Major Isaiah Du Puy in 1796, according to French's "Gazetteer." A bridge over the Mohawk at Canajoharie was built in 1803. Others were at Fort Plain and Nelliston in 1806; Fonda in 1811 and Amsterdam in 1823.

St. Johnsville, a knit goods center, is also in the heart of a dairying country. The village was incorporated in 1857. On nearby Beardslee Falls hydroelectric power was pioneered by Guy R. Beardslee in 1898.

An account of the hydroelectric development in the Mohawk region is contained in Chapter XXIII. The St. Johnsville Reformed Church dates from 1770. The first store in Minden was kept by William Seeber.

Points of interest in the county include: Spraker's Tavern, 1795, an original boatmen's and turnpike resort; Van Alstyne House, Canajoharie (1750), where the Committee of Safety met in the Revolution; Fort Frey (1739), near the Palatine Bridge railroad station;



East Main Street, Looking West, Amsterdam

sites of Indian villages at Canajoharie, Fort Plain, Fonda, Tribes Hill, Fort Hunter; Palatine Church, 1770; Fort Klock, near St. Johnsville; Currytown, scene of 1781 massacre; picturesque Erie Canal locks and stores, Fort Plain; Guy Park (1766) and Fort Johnson (1749) at westerly end of Amsterdam; the Stone Arabia churches; Canajoharie Falls and many other places and sites.

Fort Plain was the home of Jephtha R. Simms, famed Mohawk Valley historian. The community had two notable institutions, the Fort Plain Seminary (1853-79) and Clinton Liberal Institute (1879-1900). The modern high school was built in 1916 on the site of the latter.

On John Abeel Island in the river is a fifty-acre game and bird refuge. The island was used by Abeel, frontier Indian trader, who settled in the vicinity about 1748. He married a daughter of a Seneca chief. Cornplanter was his son, and during the Revolution saved Abeel's life. The Paris-Bleecker house of 1786 is the Fort Plain Daughters of the American Revolution Chapter House. The site of Fort Plain is to be seen.

Palatine Bridge is the center of a historic locality. Settlement was made by the Palatines in 1723. Webster Wagner was born there in 1817. His residence still stands. Nearby are Fort Frey, built on the site of Hendrick Frey's log house of 1689. The Frey house to the west was built in 1808 by Major John Frey, Revolutionary veteran, who wrote "Annals of Tryon County" (1831). Fort Wagner was a Revolutionary outpost. Fort Klock, dating from 1750, was the scene of the battle of October 19, 1780.

Stone Arabia is noted for two churches, the Dutch Reformed having been erected in 1788, the earlier edifice having been burned in the Johnson-Indian raids. The monument to Colonel John Brown, killed in the battle of Stone Arabia, October 19, 1780, was erected at the Dutch Church. The Lutheran Church, built in 1792, is the successor of the church of 1729 destroyed in the Revolution. Among the settlers in the Stone Arabia patent were John Christian Garlock, John Lawyer and Peter Wagner.

At Nelliston is the Ehle house, a portion of which dates from 1727, when built by the Rev. Jacob Ehle, missionary to the Indians and Palatines. The Nellis family settled in the vicinity.

Fultonville, settled in 1750 by John Van Epps, was first known as "Van Epps' Swamp." Mop wringers and rayon are manufactured in the town. "Prospect Place," residence of the late John H. Starin, is noteworthy.

Cranesville had the first mill west of Schenectady. Mrs. Eva Van Alstyne was scalped by the Indians in 1755 while crossing a small creek there, which has been known since as Eva's Kill. Lewis Groat settled in Cranesville about 1700.

Yosts is situated at the foot of Big Nose. Two miles west is Schenck's Hollow, where the Montgomery County Home occupies the old Schenck farmhouse. This was built in 1825 on ruins of Major Fonda's house, burned in Sir John Johnson's raid.

Fonda is the place where the first clash of the Revolution occurred in the valley, during a drill of the militia in 1775. Besides being the county seat, it is the scene of the annual county fairs, and gateway to the Adirondacks and Canada Lakes over the Sacandaga Trail through Johnstown, Gloversville and Northville. A mile north of Fonda is the homestead of the Butlers, Tories of the Revolution, still occupied though altered in appearance. A glove lining company is Fonda's chief industry.

The Reformed Dutch Church of Caughnawaga was built in 1763. It had a pew for Sir William Johnson and gallery for slaves and Indians. The church was demolished in 1868, the congregation having moved to another edifice in 1843. Its name was changed to Reformed Dutch Church of Fonda in 1883.

Fonda became the county seat in 1836 on the completion of the Utica & Schenectady Railroad, which made it an important transportation center. The Fonda, Johnstown & Gloversville Railroad meets the New York Central at this point, hauling hides, leather, and other products to Johnstown and Gloversville and returning with finished articles.

Fort Hunter, built in 1711, was demolished after the French-Indian wars. Queen Anne's Chapel, which stood within the fort, was garrisoned during the Revolution. It was taken down to make way for the Erie Canal, and its stones were used in the canal locks. The chapel parsonage, where Anglican missionaries to the Indians lived, is still standing. It is built of limestone.

Susan B. Anthony was a teacher in Canajoharie Academy, founded in 1848, joining Elizabeth Cady Stanton in 1850 to conduct the suffrage movement. The academy site is occupied by the modern school, built in 1893. (Consult Chapter XXII.)

CANAJOHARIE

In 1840 there was built in Canajoharie at the corner of Canal and Church streets a stone warehouse which was to be used as a grain shipping point on the enlarged Erie Canal. Later this building became

a general store, schoolhouse and a printing office. In the early 1900s the property was acquired by the Beech-Nut Packing Company, of which Bartlett Arkell was president.

Mr. Arkell had a sentimental interest in the stone store, since in this building his father, James Arkell, originated the paper flour sack that was the foundation of the family fortune.

In 1923 the building was razed, the stone walls and the slate roof being carefully stored and a year later Mr. Arkell began the erection of a library building as a memorial to his father and mother.

The library, designed in the Colonial Dutch style, emblematic of early settlers in the Mohawk Valley, was dedicated in 1925. A year later Mr. Arkell added to it an art gallery.

In 1924, while traveling in Europe, Mr. Arkell, an ardent collector of paintings, became interested in Rembrandt's "Night Watch" and before leaving Holland had commissioned M. J. Korpershook, one of Europe's finest copyists, to execute a copy of the painting for him. The copy was placed in the art gallery when it opened in 1926. This canvas occupies one end of the gallery. Later other copies of famous Dutch paintings were added, all the work of Mr. Korpershook. Among them is the copy of Franz Hals' "Civic Guard."

The gallery now contains many original paintings by American artists. Among them "Italian Head," by John Sargent; "Reverie," by Irving Wiles; "The Goddess of Autumn," by H. Pushman; "The Letter," by Thomas Dewing; "Autumn Sunshine," by Charles H. Davis; "Golden Girl," by George de Forest Brush; "The Sea," by



Statue of St. Isaac Jogues at Auriesville, Shrine of the North American Martyrs, Erected at the Scene of His Martyrdom

Frederick Waugh; one of Remington's pictures of the old West, and others by younger American artists. During the last few years Mr. Arkell has been collecting water colors by Winslow Homer. His collection, the largest single group of Homer's water colors, is (1941) exhibited at the gallery.

The general collection has grown to such proportions that it has been necessary to place some of the art works in other places in town. In the library proper some eight or ten have been hung, among these one by Edouard Buyck, "The Start of the Expedition," given to the library in 1929 to commemorate the Clinton-Sullivan campaign against the Iroquois in 1779. Clinton's army camped upon the site of the library for two weeks prior to their overland march to Otsego Lake. At Hotel Beech-Nut many paintings have been hung in the lobby, corridors and dining room. At the company office a large canvas, "Mother Earth," by Edward Gay, covers one end of the recreation hall. Gay, who many years ago spent some time in Canajoharie, has left several other of his paintings in the village. A. H. Wyant also painted in the region.

In 1930 Mr. Arkell commissioned William Harries, of Buffalo, to create a formal garden just north of the Art Gallery. This garden contains a pool and fountain with a water nymph in bronze.

The Beech-Nut plant employs about eight hundred workers. Guided tours are conducted for the public, which include inspection of curing, smoking and packing bacon, chewing gum manufacture, peanut butter mixing and other processes.

Canajoharie Gorge, containing the famous pot holes and falls, is south of the village. The Fort Rensselaer Club occupies the stone dwelling erected in 1749 by Marte Janse Van Alstyne. Here the Tryon County Committee of Safety met on numerous occasions.

In 1942 the village completed a new municipal building, a forty-five thousand dollar structure, housing police, fire, street and other departments.

Canajoharie has a number of churches which have passed the century mark. The Union Church, first in the community, was built in 1818. The Reformed Church dates from 1827. The Methodist Church was organized in 1828 at Palatine Bridge. St. John's Church and St. Mark's Lutheran are more than a century old. The Episcopal Church was organized in 1852, Catholic Church in 1862.

AURIESVILLE SHRINE

At Auriesville, on Auries or Aaron's Creek, is the Catholic Shrine of Our Lady of Martyrs. This marks the spot where Father Isaac

Jogues, Jesuit missionary to the Mohawks, was slain after many tortures in 1646. The village bore the Indian name Osseruenon. Father Jogues, Brother Goupil, Brother Lalande and five others were beatified in 1925 and canonized June 29, 1930, the first American saints. John Lalande, Jogues' companion, was slain the day after Jogues' execution. A site of ten acres acquired in 1884 from Victor Putnam included remnants of the ancient Indian village. A coliseum, inn, pavilions, monuments to St. Jogues and Kateri Tekakwitha, Indian convert, and other additions have been made in the modern development of the shrine, which includes six hundred acres. Annual pilgrimages are made.

St. Jogues' mission at Auriesville was known as the Holy Trinity Mission, afterward named by the Jesuits in Quebec the "mission of the martyrs." It was the first Jesuit mission in the Mohawk Valley. The next in importance was St. Mary's at Tionontogen, near Sprakers, in 1667. St. Peter's mission was begun in 1673 at Fonda (Caughnawaga). On Torture Hill, St. Jogues was forced to run the gauntlet, struck by clubs, whips and other weapons. Jesuits' records list twenty-six missionaries who gave up their lives in the Indian country. Brother Goupil was slain prior to the death of Father Jogues.

The Auriesville shrine was dedicated in 1931, after numerous enlargements.

Proceedings for the canonization of Kateri Tekakwitha were initiated in 1931 by the Most Rev. Edmund F. Gibbons, of the Albany Diocese of the Roman Catholic Church. The Court of Ecclesiastics met for two years at Albany, at which Monsignor Joseph A. Delaney was Judge; the Rt. Rev. Monsignor John F. Glavin, Defender of the Faith. The Rev. John J. Wynne, S. J., was Postulator of the Beatification. Documents were submitted to the Congregation of Rites in Rome.

Kateri's mother was a captive Christian Algonkin, her father a Mohawk. She was born in 1656 at Auriesville and lived in the Indian village of Caughnawaga at Fonda from 1667 to 1676. On her baptism in the latter year, she was forced by hostile relatives to flee to Canada, where she joined the newly founded Caughnawaga settlement near La Prairie. She died there in 1680.

POPULATION

Montgomery County has a land area of 409 square miles and, in 1940, had a population of 59,142. The 1937 census listed 97 industrial plants in the county with annual output of goods valued at \$62,270,774, a figure since materially increased.



Senior High School, Amsterdam

The county, in 1940, had 1,813 farms, occupying 209,521 acres. Farm lands and buildings were valued at \$10,710,806. Hay and buckwheat have long been important crops, and there is much dairying. Whole milk sold in 1939 totaled 15,658,750 gallons. The Montgomery County Agricultural Society was formed October 13, 1841, with John Frey as first president. The fairs are conducted annually at Fonda.

First newspaper in the county was the "Watch Tower," published at Fort Plain in 1827 by S. M. S. Gant. The "Radii," begun in 1837 at Fort Plain by Levi S. Backus, has been published at Canajoharie for many years. Other present papers include the Amsterdam "Recorder and Democrat," a lineal descendant of the "Mohawk Gazette" of 1833; St. Johnsville "Enterprise and News," 1875; Canajoharie "Courier," 1879; Fort Plain "Free Press-Mohawk Valley Register," 1827; Fort Plain "Standard," 1876; and "Mohawk Valley Democrat," Fonda, 1836.

Banks in the county, besides those in Amsterdam, include the National Mohawk River Bank, Fonda, 1856; Fort Plain National Bank, 1839; Fultonville National Bank, 1883; First National Bank of St. Johnsville, 1864; and National Sprakers Bank, 1933, Canajoharie.

AMSTERDAM

Amsterdam, settled about 1783 by Albert Vedder, Emanuel DeGraff and others, was known as Veddersburg until 1804, when the name was changed by vote to Amsterdam in honor of the chief city of Holland. It grew rapidly after the building of the Erie Canal and railroad. The Chuctanunda, running through the village, created valuable water power for industries, on which there has risen a tremendous mill development. The carpet industry was initiated in 1840 by William K. Greene, who moved his plant from Hagsman. He was joined a few years later by the Sanfords. Stephen Sanford early attained much prominence in the industry and three generations of the family represented the district in Congress.

Incorporated as a village, in 1830, Amsterdam had a population of 2,044 in 1855. In 1885 it became a city. In 1940 the population was 33,329 and assessed property valuation over \$26,000,000. The city has sixty-six manufacturing plants with annual output of products valued at \$40,515,838, employing 9,500 persons. It has the largest individual fresh water pearl button manufacturing establishment in

the world. It ranks second in the world in production of carpets and rugs; first in manufacture of brooms and whiskbrooms. Other products include fabric gloves, underwear (silk, rayon, cotton, wool), men's shirts, mattresses, dresses, leather coats, work pants, beverages, box board, paper, looms, linseed oil, oil cake, paper clips, novelties, toys, paints and varnish.

The city has sixty-four miles of paved streets; twelve grade schools, a junior high and a senior high school; four parochial schools and one parochial high school. The senior high school is a notable structure, with gymnasium and fine campus. There are two modern hospitals, Amsterdam City and St. Mary's, accommodating two hundred patients. Banks have deposits exceeding twenty-seven million dollars and include: Amsterdam City National Bank (1889); Amsterdam Savings Bank (1886); Farmers' National Bank (1839); First National Bank (1860); and Montgomery County Trust Company (1912). The public library has more than fifty thousand volumes. The police department has an electric signal and teletype system and cruiser cars. The fire department is one of the finest in the State. The State Armory houses Company G, 105th Infantry, N. Y. N. G.

There are thirty churches representing twelve denominations. The chamber of commerce, in existence fifty years, has a full-time staff. In recent years there has been a marked residential development in the city and suburbs.

The first settlement by Sir William Johnson was made in 1738, on the south side of the Mohawk about a mile east of Amsterdam, at a place called Warrensbush. In 1749 he built Fort Johnson on the north shore at the west end of the present city. Port Jackson (now South Amsterdam) grew up as a busy shipping terminal on the Erie Canal. It was annexed to the city in 1888, so that the municipal borders take in both shores of the river.

Amsterdam ranks as the seventh industrial city in the State; second in the world for its manufacture of carpet and rugs and first for the manufacture of brooms. In 1939 there were nine thousand five hundred employees in fifty-eight manufacturing plants. A great asset to the city in its formative years was the swift flowing Chuctanunda, which passes through the center of the manufacturing district, making a three hundred-foot drop to the Mohawk.

In addition to the Mohawk and Bigelow-Sanford carpet companies principal industries include Amsterdam Textile (rugs); Chalmers Knitting Company; H. Chalmers & Son (pearl buttons); Pro-



Mohawk Mills, Shuttleworth Division, Amsterdam

gressive Silk Manufacturing Company; Fownes Brothers Company (gloves); Ritter Chemical Company; Kellogg & Miller, Inc. (linseed oil); American Broom Company; Pioneer Broom Company; Gardner Broom Company; and Collett Manufacturing Company (novelties and sport goods).

One of the textile pioneers was Abram V. Morris. Born in Watervliet in 1825, he became a banker and manufacturer, establishing A. V. Morris & Son in 1881.

Amsterdam City Hall is one of the notable buildings of the Mohawk Valley, having been the former residence of Stephen Sanford (1826-1913). It was built in 1885 of Harvard brick in Georgian style and remodeled in 1914. In 1932 it was presented to the city by the late John Sanford in memory of his father. Owing to the growth of municipal functions, the stables on the estate have been fitted up for an office annex. The famed Sanford racetrack, where many racehorses were raised, is still maintained on the family estate.

The city has numerous recreation centers. At the eastern entrance is Matthew Coessens Park of twenty-one acres, with running track, baseball and football fields, tennis courts and other features. The west entrance to the city has been beautified by a park with a memorial to World War I heroes. Phillips Park, within ten minutes' drive from the city limits on Route 58, contains 104 acres and has picnic tables and fireplaces. Harmon Field is equipped with playground facilities and bathing pool. Bergen Park, adjacent to the business section, has fine shade trees.

A new post office has been erected at a cost of two hundred and seventy-five thousand dollars. Postal receipts average yearly \$167,500.

Five minutes from the downtown section is the municipal golf course overlooking the Mohawk Valley. Adjacent to it is the Sasfras Bird Sanctuary. Antlers Country Club is another popular center for golf.

GUY PARK MANOR

Guy Park, at the river front at the foot of Henrietta Street, was built by Sir William Johnson in 1766 for his youngest daughter, Mary, and her husband, Colonel Guy Johnson, Sir William's nephew. It is a two-story limestone structure in Georgian style. The house was a social rendezvous for Tories in the decade preceding the flight of the Johnsons to Canada, in the early days of the Revolution. The drawing room has deep recessed windows and twin fireplaces. The building contains many unusual relics and heirlooms, and is under the

custody of the Amsterdam Chapter of the Daughters of the American Revolution. Indian relics and souvenirs from all the Nation's wars have been assembled. In the river at the rear of the building is Barge Canal Lock No. 11.

FORT JOHNSON

Fort Johnson village at the west border of Amsterdam is named for the stone mansion which Sir William Johnson built in 1749. It was known as Mount Johnson. From it he went on the expedition to Lake George against the French, which led to fame and a baronetcy.

He lived there until he removed in 1762 to Johnson Hall, Johnstown, after which it became the home of Sir John Johnson. The latter was knighted during a trip to London with his father. Fort Johnson was palisaded during the Colonial wars, and was the scene of many Indian treaties. Rooms are spacious and the interior woodwork is notable. It is believed the wood panelling as well as glass and hardware fittings were sent from London. The fort is owned by the Montgomery County Historical Society, and conducted as a museum. Among the many valuable possessions are the DeGraff collection of Mohawk Valley autographs and a rare collection of Indian masks.

OTHER HISTORIC BUILDINGS

North of Fonda on a hillside is the Butler home, once owned by the Tory family. It was built in 1742 by Walter Butler, adherent of Sir William Johnson. In the house were born his son, Captain John Butler, and the latter's son, Walter, who was a leading figure in the Cherry Valley massacre. The appearance of the house has been much altered in recent years.

The Montgomery County Courthouse, Fonda, was built in 1836 of brick in Ionic Greek style. One of the memorable cases heard within its walls was the trial of a suit by J. Fenimore Cooper against a Cooperstown editor. Cooper appeared as his own lawyer. The county fair has been held at Fonda since 1840.

CHAPTER XXXI

Fulton County

Seat of Sir William Johnson's Colonial "Empire"—Famous Johnson Hall—Only Colonial Courthouse Standing in the State—Jail a Revolutionary Fort, Inspected by Washington—Fulton County Formed, 1838, Officers Occupy the Original Buildings—Scene of Last Battle of Revolution, 1781—Scotch and Yankee Settlers Arrive—A Tin Peddler Begins the Glove Industry, Now of World-wide Proportions—Talmadge Edwards—The Fonda, Johnstown & Gloversville Railroad, 1867—Gloversville, Hewn from Forest, Becomes City, 1890—Modern Glove and Leather Plants—Schools, Banks, Parks—Johnstown a City, 1895—Glove Making and Varied Industries—Knox Gelatine Company—Banks—Newspapers—Historical Buildings and Sites—Northampton—Broadalbin Home of Late Robert W. Chambers—Other Towns—Elizabeth Cady Stanton, Pioneer Woman Suffragist—The Sacandaga Reservoir Eliminates the Ancient Vly.

Seat of the Colonial domain ruled over by Sir William Johnson, Fulton County, has achieved greatness in modern times as the center of the glove making industry of the Nation. It is one of the most historic and picturesque regions of the State, its northern part situated within the Adirondack State Forest, where recreation abounds; its southern portion, lying near the Mohawk Valley, being industrial and agricultural. It has an area of 544 square miles and population (1940) of 48,597. Pinnacle Mountain has an altitude of 2,514 feet, with Pine Mountain, 2,200 feet, in the Canada Lake section.

A notable alteration of the county's geography occurred in 1930, when the Sacandaga Reservoir flood control and power project was completed, with a dam at Conklingville. This flooded the ancient valley of the Sacandaga River and the Vly, a thirteen thousand-acre swamp adjoining it in the towns of Northampton, Broadalbin and Mayfield, creating a lake twenty-seven miles long. Like the Sacandaga River before it, the reservoir has become a noted fishing ground. Among the principal streams in the county are the Kenyetto, flowing into the Sacandaga; Cayadutta, Caroga and East Canada creeks,

flowing into the Mohawk. Caroga, Pleasant, Peck and Canada lakes are well known vacation centers.

The county extends seventeen miles north and south and thirty miles east and west. Its settlement began with the removal of Sir William Johnson from his Mohawk Valley residence at Fort Johnson to the vicinity of present Johnstown in 1762. He began to lay out the town in 1761 following the conquest of Canada, and the next year completed the mansion which was the scene of many famous Indian conferences. The wooden mansion and stone blockhouse are now



Johnstown in 1862

owned by the State and open to the public, under the care of the Johnstown Historical Society.

The site Sir William had chosen as the seat for his lordly domain was then the meeting point of six Indian trails. Main State roads now form a junction at this point. Johnstown has been the seat of three counties. Originally the territory was Tryon County, set off from Albany County in 1772. Upon the adoption of that legislation, Sir William erected the courthouse and jail, which stand today, and are the only such structures of the Colonial period surviving in the State. Guy Johnson, nephew of Sir William, was first judge of the county.

Twelve years later, independence having been won in the meantime, the county was renamed Montgomery County, after the hero of the Revolution who fell at Quebec. In 1836 the residents of Amsterdam, Fultonville, Fort Plain and other Mohawk Valley towns, which had grown rapidly because of the Erie Canal and railroad



Knox School, Johnstown

development, sought the removal of the county seat to Fonda. Their efforts were successful, whereupon the residents of Johnstown and northern communities petitioned for the setting up of a new county, which would retain Johnstown as the capital. The Legislature in 1838 accordingly passed an Act creating the new county, which was named in honor of the steamboat inventor. Johnstown found itself again the seat of government and the buildings of Sir William's Colonial capital have been used to the present. The south line of the county comes within a few miles of the Mohawk River.

Northern and western sections of the county were Mohawk hunting grounds. Indian trails led through Johnstown and present Gloversville to Northville, Hope Valley and the Adirondacks; and one turned at Northville to follow the Sacandaga Valley to the Hudson. Over the latter route Sir John Johnson and his Indians made their raid upon Johnstown in 1780. In the Revolution Johnstown was distinguished as the place in the Mohawk Valley where the first shot was fired (during the rescue of Jacob Fonda from the jail where he had been placed by Tory Sheriff White), and as the scene of the last Revolutionary battle, October 25, 1781. Colonel Willett, in that fierce battle, defeated Walter Butler and Major Ross. Butler was overtaken and killed on West Canada Creek three days later. A stone tablet marks the site of the conflict. Johnson Hall was fortified by a twelve-foot wall and two stone blockhouses in 1763 during Pontiac's rebellion. One of the blockhouses still remains, the second having been destroyed by fire. The Indian trails are now gateways to the Adirondacks resort regions. One of the finest trips is up the Hope Valley to Wells and Indian Lake, through wilderness country.

First settlement of the county was by Scotch and Irish people brought over by Sir William, as farm tenants. Sir William acquired much of the twenty-thousand-acre Kingsborough patent, and in all had an estate of one hundred and seventy-three thousand acres in scattered locations. These lands were confiscated from Sir John Johnson, son and heir, by the State. Sir William died in 1774, after a distinguished career as Indian Superintendent. His son John, who received the title of Knight, and nephew Guy, who succeeded to the office of Indian Superintendent, became ardent Tories and were forced to flee the valley with all their tenants and retainers. The southerly part of the county was settled by Dutch and Palatines. The Butler Patent of four thousand acres was between Johnstown and Fonda.



Masonic Temple, Gloversville

Resettlement set in after the Revolution, when New England Yankees came to the region. Making of mittens became an early household occupation in the vicinity of Perth, so named by Scots, who emigrated from Perthshire, a glove making center of Scotland.

The industry was still a home enterprise in 1800. Experimenting was done with deerskins, which were plentiful in that forest country, for making leather gloves. Pioneer of the industry was Ezekiel Case, who settled in the old Kingsborough territory in 1803. In 1806 he began tanning leather by the Indian method and made mittens or gloves. The idea of marketing the product came from Talmadge Edwards, who moved there from Dutchess County. Had there not been Yankee peddlers among the settlers the industry might not have been born. Tin, oddly enough, furnished the impetus. Many of the New Englanders who settled in the region were skilled tinsmiths. They were wont to take their product by pack saddle through the Mohawk Valley, bartering their wares for deerskins, which they brought back to their leather tanning neighbors. There were so many skins that the tanners were induced to make gloves for a wider market.

One of the peddlers stopped one day at the Dutchess County home of Talmadge Edwards, who had been a leather dresser in England and possessed practical knowledge of the oil tanning method. The tin peddler told Edwards of the fine opportunity for tanning enterprises in the northern country, and Edwards immediately set out for that region. He made the acquaintance of James Burr and William C. Mills, who hired him. They turned out some gloves which Edwards carried on horseback to Albany in 1809 to sell. The successful trip led Burr to begin producing leather mittens by the lot the following year. Processes were improved and finer and softer gloves made, which were sold in Boston in 1825 by Elisha Judson. Machinery for cutting gloves and mittens was introduced in 1859 at Gloversville, which by that time had become the center of the industry. In later years silk and woolen gloves were developed. World-wide markets were opened by the industrious glove makers. Deerskins came to Gloversville from Mexico and South America; skins of pigs, antelope, calves, elk and sheep from other regions. Thus from small beginnings began the great glove industry. By 1860 the county had become famed as the largest producer of buckskin gloves and mittens in the United States.

Early manufacturers, many of whose descendants were to carry on, included John Ward, of Kingsboro; Philander Heacock, who began in 1819 in Gloversville; Elisha Judson and his son, Daniel B.

Judson; the Leonards—Jonah, Daniel and Abner, 1820; Willard Rose, A. S. Van Voast, Humphrey Smith, John McNab, Jonathan Ricketts and the Bertrands, who came from France in 1844, introducing the art of kid glove making. Many glove makers dressed and tanned their own leather, among them Littauer Brothers; John C. Allen, Gloversville; and the Northrup Glove Manufacturing Company, of Johnstown. Nathan Littauer had a dry goods store before entering the glove business.

The first free school west of the Hudson was established by Sir William Johnson. The dwelling he built in 1763 at West Green and North Williams streets was occupied by the schoolmaster, Edward Wall. The school was in operation in 1769 at South William and West Main streets. Sir William gave land for its support, which was recognized by the commissioners of forfeiture at the time the estate was confiscated. Proceeds from this property were used in establishing Johnstown Academy, which was chartered by the Regents in 1794.

Many of the churches of the county had early origins, the pioneer being St. John's Episcopal Church in Johnstown, dating from 1761, perhaps the first building erected by Sir William when he laid out the community. The building was burned and the second one erected in 1771 on the site of the present church, the Rev. William Andrews, rector. It had a glebe of forty acres, but no formal conveyance was made and the property was confiscated by the State during the Revolution, except the church and churchyard.

In 1797 the Legislature granted the forty-acre glebe to the Presbyterians, who had used the church after Sir John Johnson fled, and gave the edifice and one acre to St. John's. In 1818, St. John's was awarded \$2,400 for its interest in the glebe lands, which was paid by the State. St. John's also had an interest in land at Fort Hunter, which was recovered in 1799. The Fort Hunter farms were sold and the money divided between St. Ann's Church in Amsterdam and St. John's. The latter burned in 1836. When it was rebuilt it was faced on North Market Street, leaving the grave of Sir William Johnson outside the walls. The grave has four corner marker stones and a simple slab and is beneath a tall elm tree.

The Presbyterian Church was organized in Johnstown in 1785, the present building dating from 1865. The Methodist Church was formed in the county about 1791, with Freeborn Garretson as first preacher. The Johnstown church is dated 1792. Other Johnstown churches include: St. Paul's Lutheran Church, 1814; First United

Presbyterian, 1830; First True Reformed Church, 1838; First Baptist Church, 1851; first Roman Catholic, erected 1869. A number of Catholics, chiefly Scotch Highlanders, settled at Johnstown at Sir William's request in 1773, with the Rev. John McKenna as pastor. Due to the Johnsons' influence they were attached to the Tory side of the conflict, and in 1776 moved to Ontario, Canada. In 1850 Johnstown became an established Catholic mission and, in 1869, a separate parish.

Sir William Johnson gave land for the Lutheran Church in 1762, but the first edifice was not erected until 1814. The church's one hundred and eightieth anniversary was celebrated in 1942. Baptist services were conducted probably as early as 1795.

In 1766 Sir William organized St. Patrick's Lodge of the Masonic fraternity, becoming the first master. It was the fourth formed in New York Province. The original lodge room is in Johnson Hall.

The silver jewels belonging to the lodge were carried to Canada when Sir John Johnson fled, but were later returned.

Settlements after the Revolution north of the Mohawk Valley were remote from the transportation systems then developing. A stagecoach was operated from Albany to Canajoharie and Johnstown in 1790, and between Johnstown and Broadalbin (Fonda's Bush) in 1815.

The county has supplied manpower liberally to America's wars. General Richard Dodge commanded Mohawk militia regiments in the War of 1812. In the Civil War many from the county served in the 155th, 153d, 97th, 93d and 77th Infantry regiments; 2d and 10th Cavalry and 13th Artillery. In World War I, Company "H," 105th Infantry, whose armory is in Gloversville, as a part of the 27th Division, aided in breaking the Hindenburg Line.

As early as 1836 there was talk of a railroad line in the county. That year the Johnstown & Utica & Syracuse Railroad Company was formed with capital stock of \$75,000. The announcement was considered of sufficient importance at Johnstown for the populace to roll out a cannon and fire a salute. The shot's sole echo, however, was the dismal announcement that the idea of a railroad line was impractical at that time, and the plan was dropped. Several times in the next few years the plan was discussed again. Finally, in June, 1867, the Fonda, Johnstown & Gloversville Railroad was incorporated with \$300,000 in stock. The task of establishing the right of way was no sinecure through the rough country. Two contractors



Old Kasson Opera House. Present Site of Marley Block and City National Bank. Gloversville.

failed, but in 1869 Lawton Caten completed the project. The first train from Johnstown to Gloversville was operated on November 29, 1870. Two years later the Gloversville & Northville Railroad was organized, and its operations began on November 29, 1875. The F. J. & G. Railroad bought out the other's interest in 1881, adding to its original line the sixteen-mile route to Northville.

GLOVERSVILLE

While the railroad was being developed tanning and glove making industries were growing apace and opening the door to others. The glue industry grew naturally from the tanning industry, as did die making, to furnish implements required in glove making. Jacob Haag, a metal worker, arrived at Gloversville in 1867 and began producing, on a small scale, the dies the glove men used. D. M. Smith, who migrated to Gloversville in the early 1860s, became the first in the county to utilize superfluous hair from the skin mills. In his factory he and his employees cleansed and picked the hair for use in making saddle pads, mattresses and plaster hair. In 1873 to Gloversville there came George H. Taylor, who opened a small music and piano store. Ten years later he became a pioneer in the use of buckskin for piano leather. That year, too, Bradt & Shipman began the manufacture of patent glove fasteners, and their industry became a prosperous one. Gloversville witnessed, about the same time, the growth of machine works, whose owners found a ready market in the mills for edged tools, knives and other machinery.

Gloversville's settlers, chiefly from Connecticut, and hardy Scotsmen from the Perth and Broadalbin settlements nearby, saw the advantages of education, and history records the existence of a school as early as 1800. In 1814 a spacious brick building was erected as a school at Main and West Fulton streets. The town originally was called "Stump City," the unromantic appellation derived from the many stumps left by the woodsmen who wielded their axes to clear the settlement. Gloversville was actually "hewn out of the forest"—an ideal location from the standpoint of the tanning industry.

A post office was established in 1828 and by 1830 several streets had been laid out. Early thoroughfares bore the names of the proprietors of businesses situated upon them. In 1853 the community was incorporated as the Village of Gloversville. The Gloversville Union Seminary was opened on September 12, 1855, under the charge of the Rev. Edgar Perkins. The modern school system dates from 1868, when the district school became the union free school. Glovers-



High School, Gloversville

ville was incorporated as a city March 9, 1890. The first mayor was Ashley D. L. Baker.

By this time the rapidly-expanding city had on Fulton Street a flourishing business district. The city's earliest store was established in Main Street in 1818. Its first tavern, "The Temperance House," was erected in 1835. The city had a fire department prior to its incorporation. The great fire of May 21, 1877, which broke out in a Main Street building and destroyed twenty-one other structures within five hours, resulted in public clamor for a fire department. The Gloversville Fire Department was organized in December that year, absorbing the old Neptune Hose Company.

Gloversville early had taken its place as a city of churches also. Its First Baptist Church and First Methodist Episcopal Church were built in 1839. The first edifice used by the Congregational Church was in 1852. The First Presbyterian Church was organized in 1864. Ten years later was organized St. Mary's Roman Catholic Church.

Modern Gloversville, a thriving community of 23,329 persons (1940), has as its slogan, "Gloversville Gloves America." The city points proudly to the fact that its factories turn out \$30,000,000 worth of gloves and mittens annually, and approximately seventy-five per cent. of all the fine gloves manufactured in the United States. The city is fifty-four miles northwest of Albany and enjoys an ideal climate. It is 450 feet above sea level, elevated about 150 feet above the Mohawk River, which flows nine miles distant. Through the heart of the city flows Cayadutta Creek, and adjacent to its banks are the glove manufactories that have spelled untold riches for the city throughout its history.

The city numbers among its other products bricks, cement, ice cream, dyestuffs, awnings, cardboard boxes, hosiery, toys, harnesses, brooms, soap, hides and tallow, salted peanuts, rubber stamps and woolen yarn.

Gloversville has (in 1940) 108 glove manufacturing plants and 33 leather manufacturers. Their products are shipped over the lines of the Fonda, Johnstown & Gloversville Railroad to the main line of the New York Central Railroad at Fonda.

Thirty acres of fine parks and playgrounds are to be found in the city, which also has a fine public school system with eleven schools, the property bearing a total valuation of \$1,500,000; one parochial school, a private school; twenty-seven churches, two modern hos-



Lucius N. Littauer Monument, Gloversville

pitals, eight hotels and two theatres. A new post office was erected in 1941.

Forerunner of the modern hotels was the Windsor Hotel, at Main and East Fulton streets, built in 1856-57 by Samuel S. and Darius Mills. The hostelry also was known as the Mills House and was lighted by gas and heated by steam, both of which the Mills Brothers ingeniously created on the premises.

Gloversville banks are the City National Bank & Trust Company, dating from 1887; Fulton County National Bank & Trust Company, 1852; Gloversville Federal Savings & Loan Association; and Trust Company of Fulton County, 1917.

In Prospect Cemetery, Gloversville, is the grave of Nick Stoner, noted frontiersman.

Nathan Littauer Hospital, established in 1890, has one hundred and five-bed capacity.

JOHNSTOWN

Four miles distant from Gloversville lies Johnstown, 425 feet above sea level, the historic county seat, also prominently linked with the glove industry.

It is a modern community of 10,666 population (1940), possessed of a richly picturesque tradition and progressive in its development. Johnstown was incorporated as a village in 1808 and became a city in 1895. The city's public schools rank high. In 1937 all of the university scholarships awarded in the Thirtieth Assembly District were won by graduates of the Johnstown High School.

The city has seven schools and three playgrounds, one of which is equipped for night playing. Its first fire company dates from 1809; its post office was established in 1795. Richard Dodge was the first postmaster. He was a veteran of the Revolution and in the War of 1812 became a brigadier-general, commanding a brigade consisting of the 10th, 11th and 13th Regiments, Mohawk Valley Militia.

So prominently has the city been identified with the glove industry that it is in point to note the diversified products also turned out. These include in addition to gloves and leather goods, knit goods, concrete blocks, cigars, fishing tackle, foundry products, chemicals, hand lotions, golf bags, glue, paper and wooden boxes, boxing gloves, auto robes, bowling shoes, blankets, furniture polish, oil burners, underwear, water tanks, iron castings, violins, caskets, rawhide mallets and gelatine.

The Knox Gelatine Company is nationally known. The industry was established in 1890 by Charles B. Knox. Gelatine is a product



Entrance To Knox Athletic Field, Johnstown

obtained from the leather mills and was developed by special process to the high place it occupies in the food industry. During the early period Mr. Knox worked as a glove salesman while introducing his own product, finally being able to give full time to it. The business has had a notable success and, since his death in 1908, has been conducted by Mrs. Knox as president of the company. Her son, James, is vice-president and general manager. The factory, a showplace of the city, is open to the public.

Johnstown has a community owned hotel, the Hotel Johnstown, of pleasing Colonial architecture, which plays an integral part in the life of the city. The city's three thousand-odd families own ninety per cent. of the homes. There are three thousand telephones and three thousand five hundred automobiles in the city. The city has approximately 250 mercantile establishments, modern police and fire departments.

Knox Athletic Field adjoins Knox Junior High School. It is equipped with a cinder track, baseball field, grandstand, football field, lighted night playing field, bandstand, clubhouse, wading pool and swings. In the winter skating is provided, and hockey games are popular.

The Montgomery County Bank was organized in 1831, later known as the First National Bank and, in 1889, as the People's Bank. The Johnstown Bank was formed in 1879, succeeding the private banking business conducted for some years by McIntyre & McLaren.

Many visitors come to Johnstown annually to see the home of Sir William Johnson and other famous places. The 1772 brick courthouse, of two stories, has in the cupola the triangle used to call sessions of court in Sir William's time. Within the building many famous jurists and lawyers have appeared, including Alexander Hamilton, Aaron Burr, Chancellor Kent, Abraham Van Vechten and others.

Among the historic places are Drumm House, built in 1763 by Sir William for his schoolmaster, Edward Wall, who taught Johnson's children and others in the first non-sectarian free school west of the Hudson. The Colonial Cemetery contains the graves of General Dodge, Colonel Archibald MacIntyre, Captain Henry Pawling and other heroes of the Revolution and War of 1812. Talmadge Edwards, glove industry pioneer, is also here, and at the west end of it was the original St. John's Church.

West of the center of the city is Johnson Hall and the statue of Sir William erected in 1905 by the Aldine Society. The hall and eighteen acres of land were purchased by the State in 1907. The

mansion is a beautiful Colonial structure containing a wealth of Johnson material. One of the original blockhouses stands and vestiges of the garden may be seen. Indian councils were conducted on the grounds on the north side of the house.

The stair rail in the hall bears the hatchet marks of Joseph Brant, of which there are various interesting explanations, one being that he was enraged at the approach of the patriot militia and dealt the blows maliciously as he ran down the stairway from Sir John's office on the second floor. It is also said his marks were intended as a sign of protection for the building. North of the mansion on O'Neil Avenue is the Johnstown battle marker. On South William Street is the Younglove homestead formerly Jimmie Burke's or Black Horse Tavern, dated 1788, headquarters of the Daughters of the American Revolution.

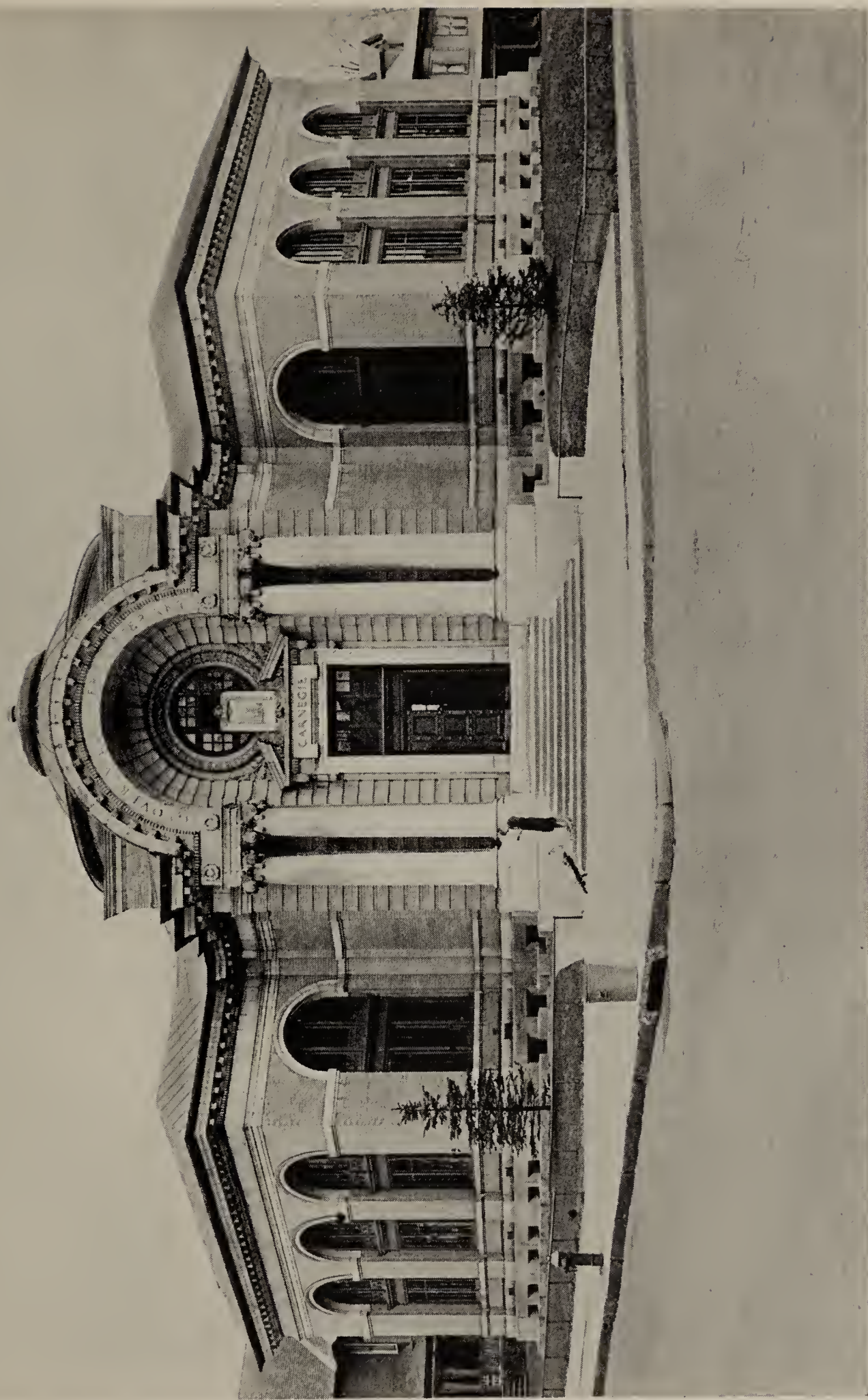
Stern and picturesque is the stone Fulton County jail, some distance from the courthouse, also built by Sir William, which was used during the Revolution as a stockaded fort and prison. Washington inspected it in 1783. Union Hall, at East Main and East State, was built in 1798 by Vaumain de Fon Claire, as a hotel. It was here that Nick Stoner, trapper and soldier, is said to have slain the Indian who killed his father, by beating him with red-hot irons from the fireplace. Others place the incident at Tice's Tavern. South of Johnstown on a branch road to Fonda is the home of Colonel John Butler, built in 1742. The Butlers were great allies of the Johnsons.

The first judge of Fulton County was Donald J. McIntyre, elected January 17, 1840. The first surrogate was Archibald McFarlan; sheriff, David J. McMartin; district attorney, John W. Cady; and T. A. Stoutenburgh, clerk.

Electric lights were introduced in Johnstown in 1887; first asphalt pavement laid in 1891; Johnstown Historical Society organized in 1892; Young Men's Christian Association Building and the public library erected 1902; Hotel Johnstown, 1927; city hall, 1927; Knox Athletic Field opened 1930. Churches established besides those previously named include: First Reformed Church, 1895; St. Mark's Lutheran, 1896; First Roman Catholic Slovak Church, 1915.

The Fulton-Hamilton County Agricultural Society was formed in 1838 with Elias Prindle as president. The annual fair is conducted at Gloversville.

Fulton County's first newspaper was the Johnstown "Gazette," 1796. The "Northern Banner" was published in 1800 at Broadalbin, moving to Johnstown and becoming the "Fulton County Democrat"



Carnegie Library, Gloversville

in 1836. The "Fulton County Republican" was begun in 1838 at Johnstown. The Gloversville "Standard" was issued in 1856, becoming a daily in 1890. The Gloversville "Leader" appeared in 1887 with Fay Shaul as editor and publisher. The present newspapers of the cities are the "Leader-Republican" (1886) and the "Morning Herald" (1895), occupying modern headquarters in Fulton Street, Gloversville, and West Main Street, Johnstown.

Northampton, at the northeastern corner of the county, was made a township on February 1, 1799, when it was set apart from Broadalbin. Fish House Bridge, built across the Sacandaga River in 1818, by Daniel Stewart, had a span of 280 feet. Its timbers were hewn from pine logs. The bridge stood until removed for the Sacandaga Reservoir project. Northville village was the center of a large lumbering industry. Since the Sacandaga Reservoir was created, it has become a base for fishing and center of a new summer colony. Sacandaga Park, first developed by the Fonda, Johnstown & Gloversville Railroad, is nearby. The village is also an outfitting point for campers and tourists going on the Lake Placid Trail through the Adirondacks.

Broadalbin was the home of Judge Archibald MacIntyre, who became State Comptroller. He pioneered the MacIntyre Iron Works in the Tahawus section of the Adirondacks more than a century ago. The MacIntyre company, in 1941, was acquired by the National Lead Company, which has begun mining of titanium ore for pigment at Sanford Lake, ten miles from Tahawus Post Office, Essex County. Broadalbin was settled in 1770 by Scotch people. Alexander Murray was the first town clerk in 1793. At Broadalbin is the estate of the late Robert W. Chambers, novelist, who wrote much about this region. He is buried there.

Ephratah, on the county's southern border, bears a biblical name said to have been given it by Anthony Beck, an early settler. The name in the Bible means "abundance of fruit." The region figured in the Tory-Indian raids of the Revolution. The town was formed in 1827.

In the town of Oppenheim limestone was quarried for years, much of it being used in the construction and repair of the Erie Canal. The town was settled chiefly by Palatines and was formed in 1808.

Perth was settled before the Revolution by Scotchmen from Perthshire. John McIntyre, one of the pioneers, left during the Revolution, living in Albany and Philadelphia, returning after the war. Archibald McFarlane was another pioneer settler. The town was



Littauer Hospital, Gloversville

the first center of the glove industry and was incorporated in 1838.

The town of Stratford was formed from Palatine in 1805 and was named after a town in Fairfield County, Connecticut.

Bleecker Township, formed in 1831, was named for Barent Bleecker, one of its earliest settlers.

Caroga Township derives its name from Caroga Creek, which flows through it. It was formed in 1842.

Mayfield was organized in 1793. It was settled by New Englanders. John Tyrrell, in 1922, organized the Gloversville Feldspar Company. The village has several glove plants.

PIONEER SUFFRAGIST

Fulton County was the birthplace of Governor Enos T. Throop, who was Governor of New York from 1829 to 1832. It was during his term that imprisonment for debt was abolished. He was born at Johnstown.

The county is distinguished also as the birthplace of Elizabeth Cady Stanton, world's pioneer woman suffragist. The daughter of Judge Daniel Cady, she was born at Johnstown in 1815. In 1840 she married Henry B. Stanton, a State Senator and author. She espoused the anti-slavery cause and sought the liberation of women from ancient restrictions in legal rights as well as in suffrage. In 1844 she appeared before the State Legislature at a hearing on a bill affecting women's property rights. In 1847 she and her husband moved to Seneca Falls, and in their home was held in 1848 the first women's rights convention.

Mrs. Stanton was joined in her work by Susan B. Anthony, of Canajoharie, and Lucretia Mott; the three pioneers carried on the movement. They continued to battle for their cause for half a century, during which they underwent many trials. Mrs. Stanton died in 1902 in New York City at the age of eighty-seven. Several states had then adopted the woman suffrage amendment. The Nineteenth Amendment to the Federal Constitution, giving suffrage to women, was proclaimed in effect August 26, 1920. (Consult Chapter XXII.)

SACANDAGA RESERVOIR

Fulton County is the site of one of the country's largest flood control projects—the Sacandaga Reservoir, a man-made lake twenty-seven miles long, five miles wide and ninety-five feet deep at the maximum. For years residents of communities along the Hudson from Glens Falls to Albany had come to dread the spring season and the river's

rampages, which caused damaging freshets and losses to property running into millions of dollars. The Sacandaga, entering the Hudson at Glens Falls, was the chief tributary and added materially to the Hudson's flood stages.

A dam and reservoir in the Sacandaga Valley was suggested by Samuel McElroy as early as 1867, when he wrote to the Legislature proposing a series of dams on the Hudson's watershed "to modify and relieve these modern disasters (floods)." It was not until 1922, following three serious floods on the upper Hudson, that the Legislature created the Hudson River Regulating District.

First members of the Hudson River Regulating Board were Henry M. Sage, Erskine C. Rogers and Edgar H. Betts. Mr. Sage, former State Senator of Menands, was elected president; Ranulf Compton, secretary-treasurer; Charles W. Walton, counsel; and Edward H. Sargent, engineer. Mr. Sargent, now chief engineer, had charge of the construction of the \$12,000,000 project and has continued in charge of its technical operation. The board has offices at Northville and Albany.

In 1925 the board apportioned the cost of the Sacandaga project among twenty-six beneficiaries. The list included business enterprises and municipalities bordering the Hudson which would benefit by the elimination of the annual flood peaks. In the group were the Ford Motor Company, Green Island; New York Power & Light Corporation, Albany; West Virginia Pulp & Paper Company, Mechanicville; Wood Flong Corporation, Hoosick Falls; Finch, Pruyn & Company, Glens Falls; the cities of Albany, Troy, Rensselaer and Watervliet and the village of Green Island.

The reservoir project encountered numerous stumbling blocks, including a series of suits brought by the Fonda, Johnstown & Gloversville Railroad, part of whose right-of-way between Gloversville and Northville was to be placed under water. Finally, however, the first construction contract was let in 1927.

The Conklingville Dam, completed in the spring of 1930, is a bulwark of earth, rock and concrete built upon a core of hardened granite dust. The dam itself is 1,100 feet long and more than a million cubic feet in bulk. It can hold back 283 billions of gallons of water. The reservoir operation began March 27, 1930. In 1936 the reservoir control cut from two to three feet from the crest of what might have been the most disastrous flood in the Hudson Valley.

But to accomplish that efficiency, the topography of Fulton County was forced to undergo an important change. For the stored-up



North Main Street, South from Elmwood, Elmwood, Ill.

water hides the sites of the hamlets or villages of Osborne Bridge, Day and West Day, and parts of the sites of Conklingville, Batchellerville, Northampton, Benedict, Edinburg, Munsonville, Mayfield, Cranberry Creek, Sacandaga Park, Northville and Hope Valley. The engineering project forced one thousand one hundred permanent residents to abandon their homes in the peaceful valley. It necessitated, too, the transburial of 3,872 bodies from twenty-two cemeteries. Seventy-five miles of existing highways were inundated, and forty-two miles of new roads were built, as well as ten new bridges.

The Conklingville Dam is the third largest structure of its kind in the Eastern United States.

One of the effects of the river control has been the relief of extreme drought conditions for the upper Hudson cities and industries by release of water impounded in the reservoir. A hydroelectric power station has been built at the foot of the Conklingville Dam. Summer colonies have sprung up around the shoreline of the reservoir. Bus service replaced the F. J. & G. between Northville and Gloversville.

RECREATION

One of the special attractions of the county is its recreation opportunities. The Adirondack State Forest "blue line" boundary takes in the upper portion of the county, including Sacandaga, Peck, Caroga, Pleasant and Canada Lakes, as well as the communities of Mayfield, Sacandaga, Northville, Canada Lakes, Pinnacle and Stratford. The lakes are noted for fine fishing, boating and swimming, and are readily accessible from the centers of population. Sacandaga Park was one of the earliest excursion points in the county. Cottage colonies are numerous throughout the region.

A State camp site located on Caroga Lake has camping and picnic grounds and bathing beach. Canada Lake, a favorite resort, has Nick Stoner Island, where the noted Indian scout once sought refuge. Near the lake is Nick Stoner Golf Club, which has a bronze statue of the scout on one of the fairways.

Scarcely five miles air line distance to the south from Johnstown is the Mohawk Valley.

CHAPTER XXXII

Herkimer County

Named for Hero of Oriskany—Formed from Montgomery County, 1791—First Courthouse at Whitesboro, Moved to Herkimer, 1798—Famous Canal Lock—Fort Herkimer Church—Fort Dayton—Herkimer Home—General Spinner—Nation's First Medical College—Indian Castle, Home of Brant—Ilion's Typewriters and Rifles, Schools, Hospital—Herkimer's Industries and Growth—Lou Ambers—Little Falls, Cheese Industry—Other Factories—Fairfield Academy—Dolgeville Felt—Salisbury Mine—Owen D. Young, Van Hornesville—Frankfort Balloonists—Newport—Old Forge—Milk Sold.

Herkimer County, named for General Nicholas Herkimer, the hero of Oriskany, was formed from Montgomery County, February 16, 1791. Its area has undergone several changes. From it Onondaga County was taken in 1794; Oneida and a part of Chenango in 1798; Hamilton County in 1797; and parts of Montgomery and Otsego counties were annexed to it in 1816 and 1817. Area (1930 census) is 1,459 square miles and population (1940) 59,527.

The county has a varied and interesting scenery, extending from rich farm land at the head of Cherry Valley eighty-five miles to the wooded, sparsely settled Adirondack area above Big Moose Lake. It is bounded on the north by St. Lawrence County, eastward by Hamilton, Fulton and Montgomery counties; on the south by Otsego and west by Oneida and Lewis counties.

Mohawk River flows eastward through the county, breaking through a mountain ridge at Little Falls, known as Fall Hill. This ancient geologic pass, where once fell a mighty cataract leading toward the sea, made this an important early gateway, now the site of the largest lock in the State Barge Canal system, which has a lift of 40½ feet.

Two famous frontier forts were located in the German Flats section, the most westerly outpost of white settlement during Colonial days. These were Fort Herkimer, built in the French wars on the south side of the Mohawk; and Fort Dayton, present Herkimer,

which had seventy dwellings at the time of the Revolution. A considerable number of farms were nearby. The region was devastated repeatedly by the French and Indians as well as by the Tories and Indians in the later war. Fort Herkimer Dutch Reformed Church was organized, probably in 1723, oldest in the county. The present stone building was begun about 1730 and completed after 1760. Initials over the doorway refer to Johan Jost Herkimer, the builder, with the date 1767. Johan Jost Herkimer was one of the pioneer Palatine settlers, father of General Nicholas Herkimer. The church became the center of the French War fortifications. Fort Dayton was built by Colonel Elias Dayton and was the rallying point of the Mohawk Valley militiamen under Herkimer as they set out for Oriskany in 1777. Here also General Benedict Arnold assembled troops for the relief of Fort Stanwix. (Consult earlier chapters.)

The county was settled by Palatines about 1722, upon the shift from the Schoharie Valley. Governor Burnet issued the Burnetsfield Patent of 9,400 acres in 1725 and other notable patents included Van Horne's, 8,000 acres, 1731; Schuyler's, 43,000 acres, 1755; Hasenclever's, 18,000 acres, 1769; Jerseyfield, 94,000 acres, 1770; Lisperd's, 9,200 acres, 1770; Platt's, 25,200 acres, and Machin's, 1,600 acres, 1786; Vroman's, 14,193 acres, in 1786 and 1790; Noble's, 40,960, 1787. In 1847 Anson Blake acquired the Moose River tract of 13,080 acres.

In addition to its wooded and rugged Adirondack areas, which are favorite regions for the vacationists, the county has an excellent agricultural development and an unusual and varied industrial output. Besides producing military and sporting rifles, typewriters, calculating machines, furniture, desks, cheese, textiles, bicycles, footwear and other goods, it is one of the largest contributors of milk to the metropolitan markets of any county in the State. Besides the Mohawk River and the Barge Canal, its water courses include West Canada and East Canada creeks, likewise famed in history and industrial development. In the north are the first four lakes of Fulton Chain, Twitchell and Big Moose lakes. The Moose and Beaver rivers flow westerly across the north.

Since its organization the county has been subdivided into nineteen towns. Along the Mohawk River there grew such communities as Little Falls, Herkimer, Mohawk, Ilion and Frankfort. The latter four, adjoining, form a social and industrial unit. Most of the commerce of the county is carried on in these five communities, with Dolgeville on East Canada Creek.

Before and for years after the Revolution descendants of Puritans and other New Englanders emigrated to the Mohawk Valley fusing with the earlier Palatines and Dutch. Family names found in many parts of the county include the Helmers, Pells or Bells, Bellingers, Caslers, Fols or Folts, Edith or Edick, Moyers, Fulmers and others with variants in the early spellings. Farming was the first occupation and shortly after 1800 an agricultural society conducted fairs near Mohawk. Opening of the turnpikes, Erie Canal and the early railroads, gave a great impetus to the growth of the communities adjacent to the river and others on the uplands. A county medical society was formed in 1806 with Dr. Westel Willoughby as president. District schools were built and the first institution of advanced learning in the county was established at Fairfield, four miles north of Little Falls. In 1807 the College of Physicians and Surgeons was pioneered by the County Medical Society. (Consult Chapter XXIII.)

The great achievements of the Mohawk Valley Militia during the Revolution have left an unforgettable tradition in the county. In the War of 1812 the county's soldiers served at Sacketts Harbor and elsewhere. Mohawk became the assembly point for troops in the Civil War. In the Spanish-American War, Company I, 10th Infantry, became Company G, 2d Regiment, New York Volunteers. Afterwards it was known as Company M, New York National Guard. Company M saw service in France in the World War with the 27th Division and was reorganized subsequently as Company I, 10th Infantry, N. Y. N. G. When Company I was called to duty in the fall of 1940, Company C, New York State Guard, was formed. The large armory at Mohawk is the military headquarters.

THE CHEESE INDUSTRY

Herkimer County is reputed to have introduced the cheese industry to the United States. New Englanders moving into the county at the end of the eighteenth century brought with them shorthorn Durham, Devon, Ayrshire, Dutch, Holstein-Friesian, Jersey and Guernsey cows. The land being rich, they had more milk than they could use and converted much of it into cheese which, about 1800, sold for five cents a pound.

The early output was acquired principally by two Massachusetts dealers, who for a time had things their own way. In 1826, Harry Burrell, of Salisbury (named for Salisbury, Connecticut, whence some of the pioneers migrated) decided to enter the competition. Offering

better prices, he became the principal cheese distributor of the county, and his sons and grandchildren continued the business. The Cherry-Burrell Corporation at Little Falls, makers of dairy supplies, is the outgrowth of the pioneer operations.

At the suggestion of Erastus Corning, of Albany, Harry Burrell began selling cheese in England. In 1860 it was found to be cheaper for farmers to bring their cheese to Little Falls, where it would be sold to the distributors. Mondays and Wednesdays were named "market days" and dealers in England, New York, Philadelphia and elsewhere sent representatives to the Little Falls cheese market. Between twenty-five million and thirty million pounds of cheese were sold annually in this way, and Little Falls became the center of the industry. In 1871 the Dairymen's Board of Trade was formed with X. A. Willard as president, Watts T. Loomis recording secretary, Josiah Shull treasurer and David H. Burrell, corresponding secretary. The cheese market began to decline after 1900, the industry shifting to Utica and later to northern New York State. Farmers turned their attention to marketing milk in the New York City area. Herkimer County cheeses still have a wide reputation.

The Mohawk Valley is notable for its contributions to the advancement of women. The woman's suffrage movement, led by Elizabeth Cady Stanton, of Johnstown, and Susan B. Anthony, one time Canajoharie teacher, dealt with women's political rights. Herkimer County had a pioneer rôle in the emancipation of women economically. Opening the doors to women in Federal employment was due to Major-General Francis E. Spinner, son of a Mohawk clergyman, who after service in Congress, became Treasurer of the United States under Lincoln. Several hundred women were appointed to government clerkships through his efforts, and he afterwards said that this act gave him more satisfaction than any other personal achievement.

New careers were opened for women by means of the typewriter, successful production of which was begun at Ilion in the autumn of 1873. The machine developed by Christopher Latham Sholes, a Milwaukee editor, aided by Carlos Glidden, was brought to Ilion for manufacture by the Remingtons, and has remained an outstanding industry of the community. Sholes' own comment on the invention, when it had finally won wide acceptance, was: "I feel that I have done something for the women who have always had to work so hard. This will enable them more easily to earn a living."

The first Herkimer County seat was at Whitesboro, just west of Utica, in what is now Oneida County. It remained there until 1798, when it was shifted to the village of Herkimer upon the separation of Oneida from Herkimer County. The first courthouse at Herkimer, on the site of the present building, burned in 1834, and the Legislature authorized a new one. This stood until 1872, when it was torn down to make way for the present red brick courthouse. First judge of the county, in 1791, was Henry Staring, and other judges were Michael Myers, Hugh White and Abraham Hardenburg. Jonas Platt was clerk and Moses DeWitt surrogate. The first judge of the Court of Common Pleas, named in 1805, was Evans Wharry.

Wharry afterward was named to the Supreme Court. William Colbraith became the first sheriff of the county. In 1940 the county officers included: Justice J. Herbert Gilroy, Supreme Court; Judge Frank H. Shall, County and Surrogate's Courts; and Charles E. Malsan, sheriff.

Among the historic points in the county is Indian Castle, on the south shore of the Mohawk, once the home of the famous Mohawk chiefs King Hendrick and Joseph Brant. This was known in Colonial days as the upper castle of the Mohawks, village of the Bear clan. It was located there about 1700 and some Mohawks remained as late as 1779. Molly Brant, Joseph's sister, returned there after the death of Sir William Johnson, when she left Johnson Hall. Still standing is the Indian mission built by Sir William, in 1769, as a gift to the upper or Canajoharie tribe of Mohawks. It is the only Colonial Indian mission remaining in the State.

The General Herkimer homestead, dated 1764, is a few miles west of Indian Castle on the south shore of the river, now a State park. Here General Herkimer died August 17, 1777, from wounds received in the battle of Oriskany.

Fort Herkimer Church is on the south shore of the river two miles from Herkimer, reached by a bridge. A mile west is Mohawk, which has the noted Shoemaker House, a Colonial tavern, where Walter Butler, the Tory, was captured in 1777. Butler was saved from execution at that time, but escaped from prison in Albany and committed many depredations before his final stand at Butler's Ford, West Canada Creek, where he was slain in 1781. Washington stopped at the Shoemaker House on his tour of the valley in 1783. Eight miles south of Mohawk was the Andrustown massacre of 1778.

MOHAWK

Mohawk was an early center of canal trade following the opening of the Erie, and was incorporated as a village in 1844. The agricultural society's fair was the event of the year. One of its famous sons was Major-General Francis E. Spinner, born in 1802, son of the Rev. John F. Spinner. He studied law and served in Congress from 1855 to 1861. As Lincoln's Secretary of the Treasury, he signed the Civil War greenbacks. He first employed women in the Federal Government as Treasury Department workers. In remembrance thereof, women employees of the department contributed to the statue of the general which stands in Myers Park, Herkimer.

In 1887 the Mohawk Valley Knitting Mills was incorporated, an industry which has been long maintained in the town. The Mohawk "Herald" was founded in 1898.

ILION

Ilion, the industrial center of this section of the valley, contains eight thousand eight hundred inhabitants. It was a small community until 1830, when the original Remington plant for the production of gun barrels was built. It was incorporated as a village in 1852. Selection of its name produced a controversy, the favored names being "Fountain" and "Vulcan." A special election in 1843 gave the choice to "Fountain," but a petition was sent to Congress naming the village "Remington" after the founder of the arms business, which was approved by the Post Office Department. Confusion of the name with Bennington, Vermont, and other places led Daniel De Voe, the local postmaster, to suggest "Ilion" to Mr. Remington. The latter accepted the change and the designation was voted by the village. The name is from the Latin "Ilium" for ancient Troy.

Eliphalet Remington, Sr., moved his family from Connecticut to Herkimer County in 1779, buying land five miles south of Ilion. In 1816 he located a forge on Steele's Creek in Ilion Gorge. His son, Eliphalet, Jr., had already fabricated a gun barrel at the family home at what was Crane's Corners, but finding a demand for guns among the neighboring farmers, began turning them out at the new forge. Soon a line of other implements was coming from the gorge plant, including crowbars, pickaxes, rifles and shotguns. As the Erie Canal was near by, shipment became easy. It was said the packages were dropped from a neighboring canal bridge onto passing vessels. To be still nearer shipping facilities, the elder Remington bought

land in Ilion in 1828 and in 1831 his son removed the Steele's Creek factory there. The elder Remington died and the son expanded the operations until his death in 1861. The business was continued by three sons of the founder, Eliphalet, Philo and Samuel. Large quantities of guns were furnished during the Civil War and, in 1865, the breech-loading rifle was developed. The French Government placed large orders with the firm in 1870 and in a seven-month period one hundred and fifty-five thousand rifles were shipped. The company began making sewing machines that year. In 1873 the company perfected a typewriter made from the designs of Christopher Latham



Masonic Temple, Ilion

Sholes, of Milwaukee, the inventor, but did not actively push the product. The sewing machine agency was sold. The typewriter business, then employing four hundred men, was acquired by Wyckoff, Seamans & Benedict in 1886. In 1874 the Remingtons had developed a magazine rifle, with a bolt-type cartridge chamber. The company failed in 1888, when the arms works were acquired by the Union Metallic Cartridge Company of Bridgeport, Connecticut.

Sholes' model of the typewriter was brought to Ilion by James Densmore, who acquired Sholes' interest, and was perfected by William K. Jenne, of the Remington staff. The first machine, called simply a "type-writer," was followed by "Model 1 Remington," the ancestor of today's modern machines. Densmore made a contract with Philo Remington, who disposed of the business some years afterwards to the sales agents, Wyckoff, Seamans & Benedict. The name was changed to Remington Typewriter Company in 1903.

In 1923, the fiftieth anniversary of the birth of the commercial typewriter was celebrated, when a marker was unveiled at Ilion. The Herkimer County Historical Society, John W. Vrooman, president, issued a history of the invention.

Early years of the industry were difficult ones. The typewriter failed to attract attention at the Philadelphia Exhibition of 1876, but perseverance finally won.

Mark Twain purchased one of the machines in 1874 and was the first author to send a typewritten manuscript to a publisher. The script was that of his book "Life on the Mississippi." The first man typist was Charles E. Weller, of LaPorte, Indiana.

Sixteen-year-old Lillian Sholes, daughter of the inventor, was featured as the first woman typist. Her picture, working at a typewriter, was displayed in hotel lobbies, railroad stations and post offices, and helped to establish a market for the machine. Miss Sholes did not become a professional typist. She married C. L. Fortier. She died in September, 1941, at Milwaukee, Wisconsin. Some years ago the business was acquired by the Rand interests, under the name Remington-Rand, Inc., which also acquired the Powers bookkeeping machine and moved that to Ilion, besides purchasing the Library Bureau, formerly an independent company manufacturing furniture cabinets.

The Library Bureau was an outgrowth of a company established in 1876 by Melvil Dewey, librarian of Columbia University, to make card index and filing systems. The industry located at Ilion in 1901, and engaged in the manufacture of office furniture and equipment.

Remington Arms has been a subsidiary of the du Pont de Nemours organization about twenty years. Buildings were left vacant after the World War, machinery sent to the Rock Island Arsenal. Production of rifles for the Allies was resumed in 1941 in the rejuvenated plants.

Ilion has a modern municipal building housing public offices, including the municipal lighting and municipal water commissions.

Russell Park, of 160 acres, gift of the late A. N. Russell, lumber merchant, overlooks the village.

The first newspaper in Ilion, the "Independent," owned by Eliphalet Remington, was established in 1855, with George Bungay as editor. Many changes followed, culminating in the Ilion "Citizen," published for over forty years. The Ilion "Sentinel" dates from about 1850.

In 1861 a school association was formed in Ilion with twenty members, who contributed \$200 each for the establishment of an

academy. An academy was built not long after with Judson I. Wood as the first principal. Later, a stone schoolhouse was built, costing \$23,000. It served until the present high school was completed in 1914 on a hill overlooking Otsego Street. The West Hill School and the North Street School comprise the other schools of the Union School District 1.

The parish of the Church of the Annunciation supports the Annunciation School, taught by the Sisters of Mercy. The Church of the Annunciation was built in 1934. A large Romanesque building, it is



Remington Bridges, Ilion

considered one of the most beautiful churches in the Albany Diocese. It was founded in Ilion in 1869 with Rev. William Howard as its first pastor.

The Methodist Church was established in 1866. In 1890 Mrs. Caroline Remington presented to the congregation the Remington Memorial Chapel. The First Baptist Church was established in 1865, meeting in the Union Building until 1900, when it moved into the present church.

The First Presbyterian Church was established in 1871. St. Augustine's Episcopal Church was organized in 1869 with the Rev. Charles H. Lancaster as first rector.

Banking facilities include the Ilion National Bank & Trust Company, founded in 1867, and the Manufacturers' National Bank, founded in 1907.

Ilion Hospital, the first in the county, was built near the turn of the century at a cost of \$45,000. With accommodations for twenty-

five patients, it has recently (1941) obtained a Federal grant for \$71,000 to provide for a needed enlargement of facilities.

The central fire station consists of two volunteer companies and a small force of paid firemen. Two large pumpers and an aerial truck were added in 1941. The public library is at West and Second streets.

HERKIMER

Herkimer, the county seat of Herkimer County, was settled by Palatine, who shared in the Burnetfield patent of 1715. It was first called Palatine village, and became the center of a farming community. The town of Herkimer was formed in 1733 and the village was incorporated in 1807. It became the county seat in 1793. The community was visited by massacres in 1757 and again in the Revolution. After the withdrawal from Fort Stanwix, near the Revolution's close, it became the outpost of the valley's defense.

When it was incorporated it had a population of about three hundred and was a trading center on the turnpike and river. In 1940 its population was 20,446. An industrial community, it produces paper goods, furniture and desks, having the country's largest desk factory.

In 1937 the census showed that Herkimer's sixteen industrial plants were turning out \$1,640,052 worth of goods.

Industrial development received impetus in 1833 when the Herkimer Manufacturing & Hydraulic Company was formed with \$100,000 capital to construct a dam and power canal a mile long through the village from West Canada Creek. Tanneries, grist and flour mills were erected along the creek. The manufacture of paper from wood-pulp was begun in 1866 by Warner Miller, who later became a United States Senator.

Establishment of the desk and office furniture industry grew out of the Remington typewriter industry at Ilion. (Since there were typewriters, there were desks needed to hold them.) It had its inception in 1836 and at present there are two huge concerns in the village—the National Desk Company and Standard Furniture Company. International Paper Company makes containers and imitation leather.

A leader in the furniture industry was William Horrocks, who established a factory in 1834. The Horrocks Desk Company was organized in 1894. Herkimer's plants turn out approximately one-third of the office furniture manufactured in the United States, exceeding in value four million dollars annually.

In Myers Park is Burr Miller's statue of General Nicholas Herkimer, depicting the hero on the battlefield of Oriskany giving com-

mands while wounded. The Herkimer County Historical Society, formed in 1896, has an excellent historical collection, which includes General Herkimer's sword, the Bible he was reading when he died, flag of the 34th New York Volunteers carried in the Civil War, and a pioneer Remington typewriter of 1874. A marker commemorates the site of Fort Dayton.

The Herkimer Reformed Church erected an edifice in the village in 1804. This burned in 1834, the present church being erected in 1835. The civic center is formed by the church, the county courthouse and the county jail, which occupy the Main and Court Street corners. The church society dates from 1723, the Palatine settlement, and in 1923 observed its two hundredth anniversary.

The Methodist Church erected its first building in 1839, although organized earlier. A new building was built in 1874. The George P. Folts Training School for over thirty years trained missionaries for the Methodist Church before it closed in 1927. The buildings are now used as a home for the aged. Christ Church, Episcopal, was consecrated in 1855, a new building since erected. St. Francis de Sales Church occupied a new building in 1900. St. Anthony's Church was established a quarter century ago. Other edifices include the First Baptist Church and Free Methodist Church.

More recently established places of worship are: Temple Beth Joseph, Jewish; First Church of Christ, Scientist; St. Joseph's Roman Catholic Church, Polish; and St. Mary's Ukranian Orthodox Church.

The village library and Brookwood Park are other public facilities. The municipal building houses village offices, police and fire stations.

Herkimer had a district school prior to 1836, when a brick schoolhouse was built. A school district was formed in 1878. In 1940 the school system consisted of Herkimer High School, the Margaret Tuger School and the North School, the latter two being elementary schools. St. Francis de Sales parish supports a parochial school.

The H. G. Munger Company was founded in 1861 by Henry G. Munger. The Munger family has been a leader in civic life. H. G. Munger helped to found the Herkimer "Citizen," which was for a time published jointly with the Ilion "Citizen." The first newspaper in the village, "The Telescope," was edited by Benjamin Corey in 1802. William L. Stone for a few years edited the Herkimer "American," founded in 1810. The Herkimer "Democrat" was published for over fifty years. When the Herkimer and Ilion "Citizens" failed

at the close of the century, the Herkimer "Evening Telegram" was founded. Wesley P. Small is publisher.

The main line of the New York Central Railroad for over thirty years cut directly through the center of the village. Agitation for the removal of the tracks resulted in 1940 in the approval by the Legislature of such a project. In the spring of 1941 the work of moving the entire main line several hundred feet south to skirt the village was begun.

Herkimer was in the public eye from 1935 to 1939 during the ascendancy of the lightweight boxer, Luigi D'Ambrosio, known professionally as Lou Ambers, the "Herkimer Hurricane." Ambers' triumphal returns from major bouts were civic affairs. He was held up as a paragon of clean living and sportsmanship. With money earned from boxing he purchased one of the finest homes in the village.

The First National Bank, established in 1884, was headed in 1940 by George J. Sluyter. The Herkimer Memorial Hospital stands at the end of North German Street. A \$40,000 addition was built in 1941.

LITTLE FALLS

The town of Little Falls was formed in 1829 with George Patrie as the first supervisor. It is divided by a narrow gorge where the Mohawk River cuts through rock strata. The gorge is two miles long at its narrowest part. Hills rise abruptly above the river more than three hundred feet, the city being perched on rocky terraces. Moss Island, near the Barge Canal lift lock, largest in the canal system, is noted among geologists for its huge potholes, some of which are thirty feet across.

In the narrow valley are compressed the main line New York Central and West Shore Railroad tracks, highway and canal. The village of Little Falls was incorporated in 1811, its name changed to Rockton in 1850, and again changed to Little Falls in 1852. It became a city in 1895. In 1870 its population was 5,387; in 1940, 10,112.

Its early prominence came from its rôle as a carrying place for the boatmen on the Mohawk River. Here the first canal locks in the Mohawk were built in 1797. It gained materially with the coming of the Erie Canal. Development of water power and the railroad have aided its growth. The city occupies both banks of the Mohawk. After the passing of the cheese industry, the city became an important shipping center for milk and dairy products. Over fifteen million pounds of milk a year are shipped.

Industries include knit goods, leather, bicycles, dairy machinery, incubators, book cases, cream separators, silos, milking machines, milk coolers, glass lined tanks for milk, paper products, felt shoes and slippers. A hydroelectric power plant is situated in the city.

Early growth of the community was retarded by ownership to water rights and a part of the land in the present city by Alexander Ellice, an Englishman, purchased prior to the Revolution. These holdings were sold in 1831 when a village was laid out. The cheese industry was then at its inception under the leadership of Harry Burrell.



Little Falls City Hall

Little Falls owes much to David H. Burrell, who established the manufacture of dairy machinery and equipment in 1870. His benefactions included substantial gifts for the erection of the city hall, a two hundred thousand dollar structure, and gift of one hundred thousand dollars for the building of the Young Men's Christian Association and Young Woman's Christian Association. His wife gave funds for the building of the nurses' home in memory of her sister, Adelina Loomis. Mr. Burrell died in 1919.

The knit goods industry had its inception in 1872. In 1895 Homer P. Snyder established the bicycle industry, which became the largest in the United States. He served several terms in Congress.

The Little Falls Library received benefactions from Judge Rollin H. Smith, who left his house and a twenty-five thousand dollar endowment for this purpose. Judge Watts Loomis left the library

his law books. The Richmond Hotel and Gateway Theatre were community-built projects.

Present industries include the Cherry-Burrell Corporation, which has a block-long plant producing milking machines, pasteurizers, glass lined tanks and other equipment; Standard Furniture plant, also huge; H. P. Snyder Company; Hansen Laboratory, makers of "Junket" and other food products; Mohawk Valley Paper Company; Borrows Paper Company; Reed Tissues Corporation; Stafford & Holt; Melrose Slipper Company; Little Falls Felt Shoe Company; C. J. Lundstrom, bookcases; Gilbert Knitting Company; National Automotive Fibre Company, and others.

The city is the terminus of the Little Falls & Dolgeville branch of the New York Central Railroad, and is on the Central main line. The Herkimer County Trust Company was founded in 1833 and the Little Falls National Bank in 1878.

The first church in Little Falls was the historic Octagon Church, a union church built in 1796. Many congregations of present-day churches in Little Falls once worshipped at the Octagon Church. Churches of Little Falls in 1940 were Christ's Lutheran, Emanuel Episcopal, First Baptist, First Presbyterian, Holy Trinity Slovak, Polish National Catholic, St. Joseph's Roman Catholic, St. Mary's Roman Catholic, St. Nicholas Greek Catholic, and St. Paul's Universalist.

Teaching was done in district schools until 1873, when the present school system was formed. It is composed of four modern schools, the Little Falls High School, Monroe Street School, Church Street School, and Benton Hall.

Public offices, police and fire stations and council chamber are in the city hall, one of the finest structures in the Mohawk Valley. The "People's Friend," issued in 1821, was the first Little Falls newspaper. The Little Falls "Evening Times," was founded by Robert Currie, Thomas and G. H. Highland, J. R. McGuire and C. A. Tucker in 1886.

In 1937 there were twenty-seven industrial plants in operation, with 2,832 employees, producing goods valued at \$12,404,558.

On April 19, 1940, the Lake Shore Limited of the New York Central Railroad was wrecked on "gulf" curve at the entrance to the city, resulting in thirty-one deaths and injury of one hundred persons. Findings by the Interstate Commerce Commission were that the accident resulted from a change in speed while the locomotive was on the curve.

FAIRFIELD

The town of Fairfield, north of Little Falls, contains a fertile dairying country. Fairfield Academy was established at the village of Fairfield, eight miles northwest of Little Falls, in 1803. In 1809, College of Physicians and Surgeons was founded, one of the earliest colleges in the country. The Rev. Caleb Alexander was the founder of the academy and its first headmaster. In 1844, after the medical school was abandoned, its buildings were used for a "Female Seminary" and, in 1854, the academy began boarding students. Registration dropped off during the 1870s and it was reorganized in 1882 as the Fairfield Seminary. It prospered for a few years, when registration dropped again and the school was obliged to close. The buildings and grounds were kept and class reunions held at the school as late as 1940.

Members of the Herkimer County Medical Society formed the College of Physicians and Surgeons, its officers becoming members of the faculty. Dr. Lyman Spalding, Cherry Valley, was named the first president in 1809. In 1816 the first degrees of Doctor of Medicine were conferred on Horatio Orvis and Sylvester Miller. In 1827 the school had 144 students and, in 1834, 217 students. It operated under a \$15,000 endowment granted by the Legislature. After 1834 enrollment fell off and in 1839 it closed.

The only other community besides Fairfield in the town of Fairfield is Middleville, three miles west of Fairfield at the junction of Routes 28 and 29. It has fewer than one thousand residents and one of the two buildings of the West Canada Valley Central School. The Middleville National Bank was founded in 1920.

DOLGEVILLE

The town of Salisbury, east of Fairfield, is wooded and covers sixty thousand acres. It is sparsely settled. Its communities include Burrell's Corners, Salisbury Center, Devereaux and Salisbury Corners. The town of Manheim, formed in 1797, lies on the eastern border of the county and contains Dolgeville, a village of 3,309 persons on the East Canada Creek. The latter was named for Alfred Dolge, a business man, who established in 1875 at what was then Brockett's Corners, a factory for the manufacture of felts used in the construction of pianos. The felts were displayed at the Chicago World's Fair of 1893, in Venice, Paris and other European capitals.

Dolge introduced electric lights into the village in 1887, and set out a five hundred-acre park which was dedicated to public use. He

laid the foundation of the felt shoe industry for which Dolgeville continues to be widely noted.

The citizens of Brackett's Bridge voted, in 1881, to name their community for Dolge. Dolge established one of the first employee insurance plans in the country. Under his "earning-sharing" system, workers at the end of each five-year period of employment received a \$1,000 insurance policy. Dolge also created an endowment fund and a mutual aid society for employees. His affairs became involved in 1898 and he removed to California, dying in Milan, Italy, in 1912. The manufacture has since been revived. Churches are the Evangelical Lutheran Zion, the First Methodist, First Universalist and St. Joseph's, Catholic. Village trustees meet at 18 North Main. The village in recent years has achieved notice as the home of Harold (Hal) Schumacher, a pitcher for the New York Giants professional baseball team. Salisbury Center was once an iron mining center. Dolgeville is an important center for hydroelectric development, with stations at Ingham Mills and Spruce Creek. The First National Bank dates from 1902.

In the town of Danube is the home of General Nicholas Herkimer. The home overlooks the valley two and a half miles east of Little Falls.

Owen D. Young, financier and former chairman of the General Electric Company, was born at Van Hornesville in the southern part of the county. He attended St. Lawrence University and became a noted attorney. In the 1930s he contributed a million dollars for construction of the beautiful Van Hornesville School. He retired to his farm at Van Hornesville and has devoted much care and energy to the improvement of the village. At his expense the community has been supplied with electrification, water works, sewage system and fire department. He also restored the gristmill built in 1791 by Abraham Van Horne and several Colonial houses of the village. Mr. Young is a descendant in the sixth generation from a "Mohawk Dutch" settler of the region.

Becoming adviser to dairymen seeking higher prices for their milk, Mr. Young withheld milk during a strike in the fall of 1941 and voluntarily represented a dairy farmers' union in conferences with Governor Lehman and milk dealers of New York State.

Near Jordanville, town of Warren, on Fish Creek, is one of the showplaces of the county, the home of Mrs. Theodore Douglas Robinson and the late Mr. Robinson. Mrs. Robinson is a cousin of Presidents Theodore Roosevelt and Franklin D. Roosevelt.

Other towns in southern Herkimer are: Columbia, one of the earliest towns settled by the Palatines; Winfield, containing the village of West Winfield; and Litchfield. West Winfield has a leather industry and is in a dairy section. The West Winfield National Bank was founded in 1909.

FRANKFORT

The town of Frankfort is at the western border of the county. The village of Frankfort was settled shortly after 1800 and incorporated in 1863. The Folts homestead, built in 1796, was occupied in 1941 by a descendant of its builder, Mrs. Frank Folts Callan. The house was built by Jacob Folts on land granted in 1723 to Melchor Folts, pioneer settler of the town.

During the 1800s Frankfort was one of the principal stopping places on the Erie Canal. The West Shore Railroad built shops there. The removal of the shops shortly after 1900 caused considerable unemployment. The American match industry was launched in Frankfort in 1844. William A. Gates began making matches in a small shop in Litchfield Street during the middle of the century, peddling them from house to house. He expanded operations and the factory was a leading industry until its removal about forty years ago. Cheese manufacturing, which was active for many years, had a revival in 1941, when a factory was opened by the Casein Company of America. Manufacture of forks, hoes and implement handles are other industries. The village is served by the Citizens' First National Bank, established in 1922.

On Frankfort Hill, overlooking the village, Carl and Carlotta Myers, pioneer balloonists, built hydrogen balloons before the Civil War, with which they toured the country, doing "ascensions." During the war they made balloons for the Federal Army, which used them for observation purposes.

Lehman Park contains a playground, baseball field and a swimming pool, built with Works Progress Administration funds in 1938.

The town of Schuyler borders Frankfort. The town of Newport contains one of the most beautiful villages in the county, Newport. The Yale Lock Company was started in Newport by Linus Yale, an early settler and inventor.

The town of German Flatts or Flats occupies the southern central portion of the county. Bounded on the north by the Mohawk River, the east by the town of Little Falls, south by the towns of Warren and Columbia and west by Frankfort, it was recognized as a town

March 7, 1788, the first in the county. Fulmer Creek on the east and Steele's Creek to the west flow north through deep gorges in the range of hills south of the river before emptying into the river.

The stockade at Fort Herkimer, on the south side of the river, was German Flatts' first community. The Reformed Protestant Dutch Church, completed before 1767, was the first church built in the county and a replica of it furnished an effective set when Edmonds' novel, "Drums Along the Mohawk," was filmed in 1939. The original church still stands and services are conducted in it. The Rev. Abraham Rosecrantz, the first pastor, served from 1767 until 1798. He was succeeded by the Rev. John P. Spinner, a native of Germany, whose son was Major-General Francis E. Spinner.

Other towns are Norway, Ohio, Russia, Webb and Wilmurt. Russia contains two villages, Poland and Coldbrook. Poland has a bank, the Citizens' National Bank, formed in 1910.

The town of Webb was formed from the town of Wilmurt in 1918. Wilmurt, the largest town in the county, was parceled out to other towns and became non-existent. Webb contains Old Forge, a village at the entrance to the Fulton Chain. Its population varies with the seasons, having a large summer migration. It is also a noted winter sport center. The First National Bank was established in 1917.

Herkimer County's dairy farms, in 1937, sold 36,570,067 gallons of whole milk, indicating the importance of this industry. There were 2,316 farms in the county comprising 292,786 acres, and valued (land and buildings) at \$12,083,148.

CHAPTER XXXIII

Otsego County

The Glimmerglass Country—Birthplace of Baseball—J. Fenimore Cooper—Frontier and Post-Revolutionary Settlement—Lakes—Agriculture—Noted Sons of the County—Beadle—Justice Nelson—Singer—Clark Family—Cherry Valley, Turnpike Center—Cooperstown, Founding and Growth—Judge Cooper—The Novelist—Cooper Park—National Baseball Museum—New York State Historical Association Headquarters—Doubleday Field—Oneonta—The Albany & Susquehanna Railroad—State Normal School—George I. Wilber and Huntington Philanthropies—Hartwick College—Richfield Springs—Towns of the County.

Otsego County has many distinctions. Scene of brave pioneering in the frontier days, it remains one of the parklike counties of the State, beautiful with rolling country, lakes and rivers, possessing a wealth of American lore.

The "Glimmerglass" region of Otsego Lake, so named in the novels of J. Fenimore Cooper, is one of the loveliest corners of the land. Richfield Springs, at the northern end of the county near Canaderago Lake, has been a watering place for more than a century. Cherry Valley, frontier village, has in its cemetery a monument to the victims of the massacre of 1778 when Brant and his Indians and Tories fell upon the settlement with complete ferocity. Oneonta, the only city in the county, a product of the industrial age, has fine parks, two noted educational institutions, splendid Huntington Library and many other interesting features. Cooperstown enjoys multiple attractions with the Cooper estate and park; the National Baseball Museum; headquarters of the New York State Historical Association; private and public schools; with Council Rock, Leatherstocking Falls, Natty Bumppo statue and other locations reminiscent of the forest adventure. It enjoys particular fame both as the birthplace of baseball, a game invented by Abner Doubleday in 1839, and as fur-

nishing the locale which inspired Cooper to produce the first American historical novels.

Many communities in the county are specially identified with pioneer days and express the charm of long-established localities. Unadilla, after a career as an Indian settlement and assembly point from which in Revolutionary times raids were launched against the Mohawk, Cherry and Schoharie valleys, became a busy turnpike town and shipping center, sending flatboats down the Susquehanna. It grew to be an important cattle raising and manufacturing region. Westford was the birthplace of Dr. Andrew S. Draper, New York State's first Commissioner of Education under the unification act of 1904, which began the unified educational system.

The county, with area of 1,009 square miles, in 1940 had population of 46,082. Its principal rivers are the Unadilla, forming its western border and the Susquehanna, which rises from Otsego Lake and flows to the Atlantic at Chesapeake Bay. Branches of the Susquehanna are Butternuts, Otsego, Schenectady, Cherry Valley and Oaks Creeks, which lie in valleys separated by ridges four hundred to seven hundred feet in height. About Cherry Valley are picturesque heights which pioneers named the Brimstone Mountains. Signal Hill, east of Cherry Valley, reaches an elevation of 2,301 feet above sea level. Oneonta also is enclosed by hills.

Otsego Lake is eight miles long and one mile wide, lying 1,193 feet above sea level. It has been made famous as the scene of the "Deerslayer" and "The Pioneers," Cooper novels. Canadarago or Schuyler Lake is five miles long, a mile and a half wide. The county has been noted for its fertility from the early times, once was the largest hop growing section in the State, and has continued to be famed for cattle raising, with hay, wheat, oats and potatoes important crops.

The county is reputed the first into which Cheviot sheep were imported, with large flocks in the vicinity of Cooperstown. In 1891 hops were bringing thirty-two to thirty-five cents a pound and eight thousand persons were employed in the industry. Years ago the county was noted for linen and woollen goods made from flax and wool produced in the vicinity. These were gradually replaced by cotton mills, which formed a busy community, including Toddsville, Laurens, Morris and Phoenix Mills. There were also gristmills, sawmills, iron foundries, chemical companies, distilleries, tanneries, paper mills.

Dairying attained major prominence in 1875. The Otsego County Agricultural Society was formed in 1817, with General Jacob Morris

as the first president. A fair was conducted in October, 1817, in the Presbyterian Church in Cooperstown, for which Elkanah Watson announced the prizes. The Susquehanna Valley Agricultural and Horticultural Society was formed in 1857, holding fairs at Unadilla for a number of years, and there have been various other groups, including the Unadilla Valley Stock Breeders Association, formed in 1877.

There are approximately fifty milk plants and stations in the county, where milk is assembled for shipment to the metropolitan



Union High School, Cooperstown

area. Among the shipping points are Cherry Valley, Cooperstown, Unadilla, Schenevus, Colliers, Milford and Phoenix Mills.

The county had 3,752 farms in 1940 (census figures), with 169,981 acres planted to crops. The value of farms and buildings was \$17,331,080. Value of the farm machinery equipment was \$3,135,684. There were 27,042,178 gallons of whole milk sold. Number of cows milked was 46,035. Number of chickens sold was 420,830, and number of eggs produced on the farms totaled 3,550,530 dozen (1939). That year there were raised 262,672 bushels of potatoes; 426,152 bushels of oats were threshed, and 104,439 tons of clover hay harvested.

Modern industrial growth of the county dates from the construction of the Albany & Susquehanna Railroad in 1869. On its estab-

lishment, Oneonta became a car shop and repair center for locomotives, and new industries were attracted to the valley. The county is also linked with the Delaware, Lackawanna & Western and the Catskill Mountain Division of the New York Central Railroad.

The county was formed from Montgomery County, February 16, 1791, and at first consisted of but two towns, Otsego and Cherry Valley. There immediately arose a debate as to the location of the county seat. Cooperstown won the designation. William Cooper, founder of that settlement, who became the first judge of the county, was reputed to have said (quoted in Hurd's history): "The court house should be in Cooperstown; the jail in Middlefield and the gallows in Cherry Valley." The first courthouse was a two-story log structure. The second courthouse was erected in 1806-07 at West and Second streets, Cooperstown, and was of brick. It stood until 1840.

First county officers were, besides Judge Cooper: Surrogate, William Cannon; clerk, Jacob Morris; sheriff, Richard R. Smith; district attorney, Ambrose L. Jordan; and treasurer, Elihu Phinney. Mr. Phinney was the publisher of the "Otsego Herald or Western Advertiser," at Cooperstown, in 1795, the second newspaper issued west of Albany. H. & E. Phinney conducted a noted printing house. Elihu Phinney was induced by Cooper to come to the new settlement, it was said.

The county's oldest newspaper is the "Freeman's Journal," of Cooperstown, begun in 1808 as the "Impartial Observer." The Cherry Valley "Gazette" was published in 1818. Current newspapers in the county include the "Otsego Farmer" (1886), "Schenevus Monitor" (1864), "Richfield Springs Mercury" (1870), "Unadilla Times" (1855), "Hartwick Reporter" (1914), "Oneonta Herald" (1853), "Oneonta News" (1938), "Oneonta Star" (1890), "Cherry Valley News" (1932).

Otsego County has had many notable figures. The Phinneys were widely known pioneer publishers. Erastus F. Beadle, the "dime novel king" was born in Pierstown, Otsego County, near Cooperstown, in 1821. He worked in the Phinney print shop, later locating with his brother in New York City, where they began publishing dime song books. In 1860 the first dime novel was brought out and during the Civil War the firm enjoyed great prosperity. Mr. Beadle retired in 1889 and made his home in Cooperstown, where he died in 1894. He never wrote any of the dime novels himself, acting only as publisher and hiring the authors.

Isaac Merritt Singer, born in Pittstown, Rensselaer County, in 1811, invented a continuous-stitching sewing machine while employed in a Boston machine shop in 1851. He obtained patents and founded I. M. Singer & Company in New York City. He was aided in establishing the company by Edward Clark, attorney of New York City. The Singer company interests were divided equally between Mr. Singer and Mr. Clark. The company attained great success. Mr. Singer retired some years later and went to England to live, where he died in 1875. Mr. Clark purchased the Fernleigh estate in Cooperstown in 1873. Members of the Clark family have been important contributors to Cooperstown's civic progress for many years, as residents.

L. E. Waterman was born in Decatur, Otsego County, in 1837. He attended Charlotteville Seminary for a short time. The family moved to Illinois. Waterman became a book agent and afterward sold life insurance. Impressed by the need of a ready-action pen he developed a pen on which he obtained patents in 1884, soon after establishing a company for their manufacture. He died in 1901.

John A. Dix, Governor of New York, 1873-74, a native of New Hampshire, was admitted to the bar and practiced in Cooperstown.

Samuel Nelson, former Chief Justice of the United States Supreme Court, was born in Washington County and was admitted to the bar in Madison County in 1817. In 1823 Governor Yates appointed him a Circuit Court judge, and the next year he moved to Cooperstown, where he married Catherine Ann Russell in 1825. In 1831 Justice Nelson was made an Associate Justice of the State Supreme Court; and in 1845 President Tyler appointed him to the United States Supreme Court, where he became Chief Justice. He retired in 1872 and died the following year, being buried in Cooperstown.

Andrew S. Draper, New York State's first Commissioner of Education under the modern system, was born at Westford. An earlier educator of the county, Jedediah Peck, of Burlington, pioneered the law which created the State's common school system more than a century ago.

Collis P. Huntington and his nephew, Henry E. Huntington, of Oneonta, became noted railroad leaders.

William W. Campbell, of Cherry Valley, was the author of "Annals of Tryon County." Francis W. Halsey, member of a Unadilla family, wrote "The Old New York Frontier." Loomis J. Camp-

bell, Oneonta, was for thirty years editor-in-chief of Webster's Dictionary.

Samuel F. B. Morse did portrait painting at Cherry Valley and Cooperstown, while experimenting with his telegraph instrument.

Squire Whipple, who grew up on a farm near East Springfield and attended Hartwick Academy, was the inventor of the iron truss bridge. He wrote a book on scientific bridge construction in 1847.

C. Edgar Fritts, of Oneonta, received a patent in 1916 for the selenium cell, basis of the electric eye. Daniel Ochse, Oneonta, in 1895 devised the automatic locomotive engine bell. Solomon Hoxie, of South Edmeston, is credited with first bringing Holstein cattle to the United States and establishing an advanced cattle registry.

Improved roads, central schools, modern bridges, and extension of utility services have marked the modern age in the county. Recreation also has been developed both summer and winter. Among the winter centers are Schenectady, Oneonta and Cooperstown, which also have their quota of summer visitors. Richfield Springs and Cherry Valley are among the other favorite summering places.

Gilbert Lake State Park, of one thousand seven hundred acres, is twelve miles from Oneonta in the Laurens hills. It provides bathing, boating and camping.

SETTLEMENT—CHERRY VALLEY

Pioneer settler in the county was John Lindsay, who with three others held a patent for a tract of eight thousand acres in the town of Cherry Valley, granted in 1738 by Lieutenant-Governor George Clarke. Jacob Roseboom was one of the partners. In 1740 Lindsay, a Scotchman of some prominence in the Province and a former sheriff of Albany, induced a settlement by about thirty persons. David Ramsey and James Campbell brought their families from Londonderry, New Hampshire, and William Gallt and William Dickson, from Ireland, settled on the patent in 1742. John Wells settled two years later. By the time of the Revolution there were sixty families.

The Rev. Mr. Dunlop established the Presbyterian Church and founded the first classical school west of the Hudson, conducting classes in his own home in 1743 and for years thereafter. Boys were sent to him from Albany, Schenectady and other frontier places. The church was reorganized after the Revolution.

The settlement, originally called Lindsay's Bush, but renamed for the wild cherry trees, proceeded slowly, since it was remote from the communities in the Schoharie and Mohawk valleys. The massacre of

November 11, 1778, exterminated whole families, bringing death to thirty-two inhabitants and sixteen Continental officers and men, the remaining settlers being carried off captives. The Rev. Samuel Dunlop, one of the community's first settlers, was forced to witness the brutal execution of his wife and daughter. The site of this atrocity is marked on the Glensfoot farm of Captain Abraham B. Cox. John Wells, only survivor of one family, was at school in Schenectady at the time. (Consult earlier chapters.)

A few years later, in contrast with the desolation that had gone before, Cherry Valley was booming as the terminus of the First Great Western Turnpike out of Albany. This was begun in 1799 and extended from Albany to the tavern of John Waldron. Other turnpikes were added and it became a depot of trade for the region. By 1815 there were fifteen inns in Cherry Valley. Travelers included farmers taking crops and driving cattle to market at Albany as well as western emigrants.

Cherry Valley Academy was incorporated in 1796, oldest west of Schenectady. Its first principal was the Rev. Solomon Spaulding, the reputed author of the "Book of Mormon." Joseph Smith is said to have lived in the village. The Rev. Mr. Spaulding was succeeded by the Rev. Eliphalet Nott, who later became president of Union College. The academy continued until the 1870s. Its music department was widely known. A law school was opened in 1847 and continued for some years by John W. Fowler.

From 1849 to 1874 manufacture of melodeons and cabinet organs was carried on by A. L. Swan. The melodeon cases were made of rosewood. Samuel F. B. Morse, while following his career as a painter, lived at Cherry Valley for a time. He was then experimenting with the telegraph. In the home he occupied the Alpha Delta Phi fraternity was organized. The Judd Plow Company was active for some years.

The village fire hall, a stone building once used by the Judd foundry, was built about 1850. The Memorial Library, established in 1924, has a notable collection of historical material of Cherry Valley. The cemetery, guarded by mortar guns, contains the marble sarcophagus marking the site of Fort Alden and the burial place of the victims of the massacre of 1778. The historic shrine was dedicated in 1878 with ceremonies. Colonel Alden and his officers, who were sleeping outside the fort, were surprised by the Tories and Indians. Alden was tomahawked as he ran down the road from the Wells house

toward the fort, which he had refused to open for the protection of the village.

July 20-21, 1927, Cherry Valley celebrated the sesquicentennial of the Revolution and the founding of the Cherry Valley Turnpike. A pageant was presented for which Captain Abraham B. Cox wrote the script and the music. E. B. Leneker was chairman, Seth Pearson treasurer and F. Levere Winne secretary of the executive committee for the event. The village waterworks were built in 1896. Cherry Valley is served by the Otsego County National Bank.

Hamilton Hill, east of the village, is on the divide between the Mohawk and Susquehanna watersheds.

On August 22, 1929, the Sullivan-Clinton sesquicentennial was observed with a parade, band concert, pageant and other events. Governor Franklin D. Roosevelt and Dr. Alexander C. Flick, State Historian, were speakers.

Historic places in the village include the Colonel Alden monument on Roseboom Road; site of Fort Alden, in the village cemetery; Rev. Samuel Dunlop monument, on Glensfoot farm; Wormuth rock, on old Fort Plain Road; stone blockhouse and site of General Washington's visit, at Auchenbreck, summer home of Douglas Campbell; and the Sullivan-Clinton monument on the school grounds.

Cherry Valley Creek, which rises near East Springfield, is the headwater of the Susquehanna. The vicinity formerly abounded in wild plum trees. Arrowheads have been dug up for years from farms in the region. A gristmill owned by the Elwell family at Roseboom had two big overshot waterwheels. Springfield Corners is the turning point for travel along Otsego Lake to Cooperstown. There is still much virgin timber—oak, black cherry and maple in the region today. Remains of a pioneer fort are to be seen.

COOPERSTOWN

General George Washington was one of the early visitors to the Otsego Lake region during his tour in 1783 of Revolutionary battle sites of the western campaign. Washington viewed the route where General James Clinton had made his arduous crossing of the Mohawk divide into the Susquehanna during the expedition against the Iroquois in 1779. It was, in fact, glowing accounts of the fertility of the Susquehanna region brought back by soldiers on the Sullivan-Clinton raids that induced a surge of post-Revolution settlement. In Cherry Valley Washington stayed over night.

William Cooper, of Burlington, New Jersey, acquired lands two years after Washington's visit. His estate adjoined that of the Rev. John Christopher Hartwick, who in 1761 had received a patent for twenty-one thousand five hundred acres west of the Susquehanna below Otsego Lake. Hartwick, a Lutheran missionary, established a settlement which encountered numerous vicissitudes, and by his will in 1796 left his lands for the establishment of a religious school. The school was founded on Hartwick's tract a few miles south of Cooperstown and on August 16, 1818, was chartered by the Regents. The



New York State Historical Association Building, Cooperstown

community is known as Hartwick Seminary. It was the first Lutheran College in the Nation, and the third college founded in the State.

Cooper's success in obtaining settlers for a community at the foot of Otsego Lake was much admired by the Rev. Mr. Hartwick, who appointed Cooper his agent in 1791. They became engaged in an extended land controversy a few years later. Cooper's settlement grew rapidly. First streets were laid out in 1788. It was called Otsego, when it was incorporated in 1807, but the name was changed to Cooperstown in 1812.

J. Fenimore Cooper, the novelist, was born at Burlington, New Jersey, in 1789, and was a year old when the elder Cooper brought his family there. It is said that Mrs. Cooper made the trip in a rocking chair, placed in a wagon, where she had been installed by her

husband when she vowed she would never leave their placid New Jersey home for an abode in a wilderness. The change, however, proved beneficial to the family. William Cooper sold more than forty thousand acres to incoming settlers and was soon the recognized leader of the region. Tall and powerful physically, he once wrestled with a tenant and gave the man five hundred acres for having downed him in a bout.

At the outlet of Otsego Lake are ruins of the mighty dam General Clinton had built to float his supplies down the Susquehanna, one of the brilliant engineering feats of the Revolution. Nearby is Council Rock, traditional meeting place of the Indians. There were once hieroglyphics on the rock which fascinated the youth of the vicinity, though these have since worn away from weather exposure. Of the wildness of the region reference has been made by quotation from Judge Cooper in an earlier chapter. It was in this frontier country place, still abounding in woodlore and Indian tales, that Fenimore Cooper drank in the rich background of American adventure.

In 1811 he brought his bride, Susan DeLancey, to Cooperstown on their honeymoon. They later resided at Fenimore, west of the village, on the lake. They spent three seasons there, when other interests drew them away. Until he was thirty, Cooper made no attempt at writing, and then only, tradition says, did so on a "dare" from his wife. He had been reading an English novel, and put it down with the remark that he could "write a better book himself." "Why don't you?" she challenged. He set to work forthwith and his first book dealt with life in Britain. In 1821 he published "The Spy," which created an instant success, and others followed. "The Pioneers" and "Deerslayer" deal with Cooperstown and Otsego Lake. The novelist died at Cooperstown, September 14, 1851, in his sixty-first year.

His enduring fame has been a source of inspiration to the village. In Cooper Park, on the site of Otsego Hall, built in 1798 by Judge William Cooper, is a statue of the novelist. It was in this homestead, destroyed long ago, that "Deerslayer" was written. The first stone house constructed in the village, which still stands, was built in 1804 by Judge Cooper as a wedding gift for his only daughter, Ann, who married George Pomeroy, of Northampton, Massachusetts. Fynmere, a mansion on the side of Mount Vision, was built in 1910 by the late James Fenimore Cooper, of Albany, grandson of the novelist. It contains many Cooper relics.

The New York State Historical Association has its central headquarters in a gray stone building with a colonnade built in 1897-98 by Elizabeth Scriven Clark for the benefit of citizens of the village. It was used for a time as a young men's club and village library and, in 1938, was leased to the historical association for ninety-nine years. The association, formed in 1899, also has a headquarters house at Ticonderoga. The quarterly magazine, "New York History," is published in Cooperstown. The association's Cooperstown collections include paintings by Cole, Doughty, Durand, Ezra Ames, S. F. B. Morse, Inman, Twitchell and others, a noted collection of life mask busts done by H. I. Browere in the early 1820s, and much other material, including mementos of Cooper, the founder of the village, and his novelist son. Dr. Dixon Ryan Fox, president of Union College, heads the association.

The location of central quarters at Cooperstown, officers of the association have announced, will help preserve and popularize the history of a large middle portion of the State. The Mohawk, Schoharie and Chenango valleys are historically interwoven with the upper Susquehanna.

A native stone building erected in 1831 as a banking house for the old Otsego County Bank has been used as the office building of the Edward and Alfred Corning Clark estates since 1897.

One of the unusual homes in the vicinity is Woodside Hall, residence of Senator Walter W. Stokes.

The National Baseball Museum contains baseball's Hall of Fame. During 1939, when the centennial of baseball was celebrated, seventy-five thousand people visited the museum. Abner Doubleday, who invented the national game, afterward became a major-general. The national museum, an attractive fireproof building of Colonial design, was opened in 1938 and dedicated in 1939. It contains antique bats, gloves, balls, masks and other equipment used by the baseball stars of long ago. Names of the outstanding players are inscribed in the Hall of Fame. Nearby is Doubleday Field, a modern athletic ground, site of the plot where the original baseball game was played.

Cooper Park was opened to the public in 1898. The First Presbyterian Church dates from 1805. The edifice was reconstructed a few years ago to restore its original Colonial design. In 1806 was established Christ Episcopal Church on land donated by Judge William Cooper. He was buried there in 1809. J. Fenimore Cooper and other members of the family are also buried in the churchyard.

Heyday of steamboating on Otsego Lake was in 1894, when ten steamers were running. This type of travel continued until 1936, when the changing modes gave Cooperstown a motor tourist traffic instead. The first electric train of the Oneonta, Cooperstown & Rich-



Baseball Museum, Cooperstown

field Railway began running in 1901. The village in 1899 purchased Three Mile Point.

Mary Imogene Bassett Hospital was built in 1917 through the generosity of the late Edward S. Clark, and named in honor of Dr. Mary Imogene Bassett, who for nearly thirty years was engaged in ministering to the sick and injured in the Cooperstown area. During the World War the hospital was used as convalescent

hospital for army aviation officers, treating approximately five hundred officers. The hospital was opened to the public in 1922, with Dr. Bassett as chief-of-staff. Upon her death not long afterward, the institution was closed, reopening in 1927. The hospital main building has one hundred beds.

In 1930 the Alfred Corning Clark Gymnasium, at the entrance to the Cooper grounds, was opened to the public.

The village is one thousand two hundred feet above sea level. It is the home of the Knox School for Girls, on Otsego Lake, and the Beasley School for Boys. It has five hotels, among them Cooper Inn; six churches, two banks and a savings and loan association. The First National Bank of Cooperstown, organized in 1866, took over the business of the Otsego County Bank, organized in 1830, of which Robert Campbell, formerly of Cherry Valley, was first president. The Second National Bank was formed in 1865, taking over the business of the Bank of Cooperstown, organized in 1852. A fire department was established as early as 1802. The high school built in 1903 was enlarged in 1928.

A Baptist society was organized soon after the village was founded. Members met in private homes until an edifice was erected in 1835-36, under the direction of the first pastor, the Rev. Lewis Raymond. Episcopal services were conducted in 1797 by the Rev. Thomas Ellison, who preached his early sermons in the courthouse. The Presbyterian Church was organized the next year, erecting a church in 1800. The Methodist Episcopal Church was established in 1816, with the Rev. Benjamin G. Paddock as pastor. The Universalist Church was formed in 1831. St. Mary's Roman Catholic Church was organized about 1847 by Father Gilbride.

ONEONTA

Oneonta, called the "City of Hills," eighty-two miles from Albany, was but a modest village until the building of the Albany & Susquehanna Railroad, now a part of the Delaware & Hudson system, changed its destinies. The city is 1,323 feet above sea level.

Indian villages were once at the mouths of the Charlotte and Otego creeks. A settlement was begun on Otego Creek before the Revolution by Henry Scramling, who came from German Flats on the Mohawk. John Van Derwerken had a gristmill subsequently acquired by Eliakim R. Ford. Simeon Walling, who had served in Clinton's army, settled in the vicinity in 1785. The pioneer tavern was opened in 1795 by Aaron Brink. In 1803 there was only a handful of houses.

By 1848 the village was incorporated, E. R. Ford becoming the first president. Ford, a native of Westerlo, Albany County, had opened a store in Oneonta in 1822 and was long a civic leader.

Turnpikes and stagecoaches gave Oneonta the only outlet to the marts of commerce, and the transportation handicap led to several railroad projects. The one which materialized as the Albany & Susquehanna reputedly had its origin at a meeting in 1845 at Van Tuyle's Tavern in Richmondville, to which Oneonta sent two delegates.

This was followed by public discussion and culminated in a meeting at Oneonta April 2, 1851, attended by nearly two thousand persons, including delegates from twenty towns along the proposed line to Albany. The Albany & Susquehanna Railroad was organized with E. C. Delavan, of Albany, as the first president. Many difficulties were encountered and overcome, and on August 24, 1865, the line was opened to Oneonta. A celebration followed four days later. In 1870 the line was leased for ninety-nine years to the Delaware & Hudson Railroad, and in 1872 car shops were moved from Albany to Oneonta.

With these steps Oneonta entered upon its modern career. Its population, which was 650 in 1853, became 3,002 in 1880, and rose to 6,272 ten years later; and, in 1940, was 11,731. The railroad car shops and engine house have grown to large proportions. The roundhouse now has capacity for 128 engines. The Brotherhood of Railroad Trainmen originated in a caboose discussion of a group of D. & H. workers in 1883. The original caboose is preserved in Neawah Park.

Also contributing to Oneonta's growth has been the State Normal School established in 1889 as a result of a legislative authorization two years earlier. The original board of trustees of the school was headed by William H. Morris. George I. Wilber was one of the members. James M. Milne was the principal. The school burned in 1894, but was quickly rebuilt in response to appeals by the Oneonta leaders to the Legislature. Percy I. Bugbee became principal soon after. It has become one of the noted normal schools in the State. The student body is limited to 625.

The Homer Folks State Hospital, an institution for tuberculosis patients, serving a nine-county area, was located at Oneonta in 1931 by the State Legislature. Occupying a fine site overlooking the Susquehanna Valley, it contains eleven buildings of Georgian design, excellently equipped. The institution cost approximately \$1,250,000, equipped. It was dedicated in 1936 by Governor Herbert H. Leh-

man, and is named for a former president of the National Tuberculosis Association. Counties served by it are: Otsego, Chenango, Delaware, Greene, Lewis, Madison, Schoharie, Putnam and Sullivan. The main hospital has two hundred rooms.

Oneonta has the Amelia Osborn Fox Memorial Hospital, a gift of Colonel Reuben L. Fox in memory of his wife. Established in 1900, it commands a fine view of the Susquehanna Valley.

Gas and electric service were introduced in the city in 1881 and 1887, respectively. It is claimed the first incandescent street lights in the country were installed there in the latter year. Six hundred incandescents were placed in service. The Oneonta Electric Light & Power Company was acquired in 1918 by the New York State Gas & Electric Corporation. Besides the D. & H., the city is served by the Catskill Mountain Division of the New York Central Railroad, linking with Kingston on the Hudson River.

The city has had notable benefactors in George I. Wilber and members of the Huntington family of railroad leaders. George I. Wilber, who was head of the Wilber National Bank, by his will gave the city his majority interest in the Oneonta Water Works. The public thus received ownership of its water supply without cost. Mr. Wilber died in Oneonta, July 13, 1922. He also left \$100,000 to the Methodist Church, and legacies to the Young Men's Christian Association and Amelia Osborn Fox Memorial Hospital. The Wilber National Bank was established by his father in 1874.

David F. Wilber, brother of George I. Wilber, was engaged as a dealer in hops until 1883. He was national president of the Holstein-Friesian Association in 1894; served also as head of the Cheviot Sheep Breeders Association, and as vice-president of the Dairymen's League Coöperative Association. He served two terms in Congress and as consul to several foreign countries.

To Henry Edwards Huntington, born in Oneonta, February 27, 1850, the city owes its fine library and surrounding park. Solon Huntington and his brother, Collis P. Huntington, came to Oneonta in 1842 to conduct a store. Collis left to join the California gold rush, established a store at Sacramento, and made a large fortune. He became interested in building the Central Pacific and developed other railroads, including the Chesapeake, Ohio & Southwestern and the Southern Pacific. Henry E. Huntington attended public and private schools in Oneonta and went to work in a local hardware store. Later he worked in a New York City store and in a West Virginia logging camp. His uncle, Collis, recognized his abilities by placing

him in a construction superintendent's post on the C. O. & S. Mr. Huntington became a director in forty railroads, and while living many years in Los Angeles, never forgot his home town. In 1917 he offered to give the family homestead in Oneonta to the city for a library, and afterwards bought additional lands to enlarge the grounds for a park. He set up a \$200,000 trust fund for the library, which has over thirty thousand volumes.

In 1905 a new armory was built, succeeding one erected in 1885. Oneonta has been represented in the country's wars with numerous detachments. In World War I, nearly six hundred men were in service from the city. The armory is the headquarters of Company G, 10th Infantry, N. Y. N. G. The unit served with the 107th Infantry Pioneers in the World War.

The Chamber of Commerce dates from 1907. It has aided numerous civic projects. In 1928 the Lutheran Church in America raised \$500,000 and the city of Oneonta \$200,000 for the establishment of Hartwick College, an outgrowth of Hartwick Seminary.

Oneonta has seventeen churches, two theatres, four hotels, four parks with a total of 150 acres, and twenty-two industrial plants. It has modern fire and police departments. The Linn Tractor Company was established in 1915 at Morris. Linn trailers are made at Oneonta. The Southern New York Railroad (trolley line) serves local points northward as a freight line. It was sold in 1939 to H. E. Solzberg Company. Car barns are at Hartwick. The Interstate Commerce Commission in April, 1941, authorized discontinuance of the line between Jordanville and West Oneonta, and between Index and Cooperstown. A coöperative egg and poultry association formed in 1938 draws from a radius of seventy-five miles. The City National Bank & Trust Company was founded in 1901.

The Presbyterian Church had its beginnings in Oneonta in 1786, before the county was organized. The church was incorporated in 1816. The present brick church was erected in 1877. The Methodist Church dates from 1830, first edifice being built in 1849. First Baptist Church began in 1833; St. James Episcopal Church in 1839; First Universalist in 1877. St. Mary's Roman Catholic Church began about 1885. Founding of St. Mary's School was in 1923. First Church of Christ, Scientist, was formed in 1894, and Evangelical Lutheran Church of the Atonement, 1903.

HARTWICK COLLEGE

Hartwick College, as an outgrowth of Hartwick Seminary, has behind it the history and traditions of the oldest Lutheran school in

the United States and the third oldest institution of higher learning in New York State. It continues the service of education extended by the Lutheran Church through Hartwick Seminary since the last years of the eighteenth century.

The seminary was established under the provisions of the will of the Rev. John Christopher Hartwick, a missionary pastor of the Lutheran Church, who was born in Saxe Gotha, Germany, on January 6, 1714. Hartwick purchased land in the vicinity of Otsego Lake from the Indians, under patent of the Governor, and when he died in 1796 he left large resources in land and money for the purpose of establishing an institution which he designated as a "Gymnasium Seminale Theologicum et Missionarium" and also as a "College Gymnasium and Seminary." Four miles south of what is now Cooperstown and eighteen miles north of Oneonta, Hartwick Seminary was started in 1797, with Dr. John C. Kunze, the Rev. A. F. Baum and the Rev. John F. Ernst as the first faculty. In the years since, the seminary has sent more than three hundred ministers into the field and has given more than three thousand young men and young women a Christian training for all walks of life.

On October 6, 1926, the Synod of New York of the United Lutheran Church in America, under the leadership of Dr. Charles W. Leitzell, by unanimous action authorized an appeal for \$500,000 to be used for buildings and endowment in the development of a "Greater Hartwick." This campaign was directed by the board of trustees of Hartwick Seminary. A total of \$637,479.51 was subscribed, the city of Oneonta offering as an initial gift \$200,000 and seventy acres of land if the college work of the seminary were transferred to Oneonta and developed into a standard coeducational college. In the resulting reorganization the seminary was moved to Brooklyn, the academy was retained for a time but later dropped, and Hartwick College was established as a College of Liberal Arts and Sciences. On February 19, 1931, the Regents of the State of New York granted the college an absolute and permanent charter and placed it on the list of approved and registered standard colleges of the State.

Classes were begun in Oneonta in the fall of 1928, with Dr. Charles R. Myers as president of the college and Dr. Olaf Norlie as dean. For a year they were held in the old Walling mansion on Main Street, while the new building was being erected on Oyaron Hill. In 1929 Dr. Leitzell, to whom the college has owed so much in its inception, was made president, and in the fall of 1934 Dr. Ralph D. Heim was made dean.

Upon his retirement on September 1, 1939, Dr. Leitzell was elected president-emeritus and Dr. Henry J. Arnold became the new president. Following the resignation of Dr. Heim in the summer of 1939, Dr. Louis F. Hackemann was elected dean.

The control of the college is vested in the board of trustees, consisting of twenty-five members. They are nominated by the United Lutheran Synod of New York, the alumni and the city of Oneonta. Two regular meetings are held during the year. The board determines all general policies of the college. In the interim between meetings, the board functions through the executive and other standing committees. The faculty functions as a body and through special committees. The administration without lessening its authority and responsibility, has delegated to the student body certain duties in self-government.

Hartwick's seventy-acre campus on lofty Oyaron Hill commands an impressive view of the city, the valley of the Susquehanna, the surrounding heights, and distant Mt. Utsayantha.

The architecture of the main building is Georgian Colonial, of the type first used by Thomas Jefferson at the University of Virginia. This building contains the offices of the president and other administrative officers; chapel, library, and gymnasium; two social rooms; classrooms and laboratories.

The college has four residence halls, two for men and two for women, housing from ten to twenty-five students each.

In 1941 a financial campaign for \$200,000 was under way for the purpose of erecting a Religion and Arts Building. The board of trustees has approved a campus development plan which calls for the eventual erection of five other buildings.

The library housed in the Science Building contains over twenty-five thousand volumes. The library receives regularly seventy leading periodicals in addition to several important newspapers. A reference room and a large stack room equipped with metallic shelving and all conveniences of a modern library are on the first floor. On the second floor is a room for current periodicals.

Dr. Arnold, president since 1939, was born in Nebraska in 1887. He was instructor in psychology at the University of Iowa, 1923-25; professor of psychology at Wittenberg College, 1925-27, becoming dean of Wittenberg, and for ten years headed Dayton Junior College. He was named secretary-treasurer of the National Lutheran Educational Conference in 1936.

Cooper Alcove—The Oneonta Society of New York City has established at Hartwick College a James Fenimore Cooper Alcove. This society has collected and presented to the college many first editions and rare books by and about Cooper, and also many steel engravings, letters, and newspapers which throw light on Cooper and his times.

This alcove has been enlarged to include the James Melvin Lee Cooper collection of two hundred first and valuable editions of Cooper donated by Mr. and Mrs. Harry W. Lee. In addition to the books there are eight letters, one of which is penned in French, bearing the signature of James Fenimore Cooper; the original contract for the publication of his "Naval History of the United States," together with an assignment of the copyright; three pages of manuscript from Cooper's pen; and one copy of the "Southern Literary Messenger" of June, 1838, containing a tribute to Cooper's genius, which is signed and annotated by him. Hartwick College claims the largest and most complete collection of Cooper's work to be found in the section.

John Christopher Hartwick Library—Another very interesting collection is the library of the Rev. John Christopher Hartwick, consisting of 565 rare and valuable volumes. Many of these books date back to the early part of the sixteenth century, and a number are valued at several thousand dollars. One of the most valuable is the Polyglotta, in six languages. Other interesting items are a school catalogue 368 years old, compiled by Johannes Sturm, one of the most famous early schoolmen, and several atlases tracing the geographical conception of the country in the years 1737 to 1838. Several of the books contain the signature of Justus Faulkner, pioneer minister.

Yager Indian Collection—Willard E. Yager, of Oneonta, who died on March 4, 1929, donated to the college his Indian collection, conservatively valued at \$50,000. This gift is a most interesting and valuable collection relating to Indian life in the upper Susquehanna Valley, locale of many of James Fenimore Cooper's Indian tales. Mr. Yager had been a student of this subject for many years, and the museum that he acquired was the result of patient research. Mr. Yager was the author of several important works relating to the Susquehanna Indians and had collected a very valuable library containing rare books and manuscripts on the American Indian. The collection, together with the library, is housed in a fireproof building in the rear of the Yager residence. In addition to this splendid gift,

Mr. Yager set aside adequate endowment for its maintenance, and gave the college his house to be used as a professor's residence.

The college also possesses important collections used in teaching chemistry and geology. There are more than five thousand typical specimens to illustrate metallurgy. Among the contributors may be mentioned the American Museum of Natural History, the Arkansas State Geological Survey, Colgate University, the College of the City of New York, the State Museum, and the United States National Museum.

Hartwick's four-year liberal arts course leads to the Bachelor of Science and Bachelor of Arts degrees. For purposes of coördination the fields of instruction have been classified into eight divisions of related subject matter: Business administration and secretarial science; English language and literature; foreign languages and literatures; music and art; religious studies and philosophy; sciences and mathematics; social studies; teacher education (secondary). In addition to four-year programs the college offers two-year pre-professional courses in law, dentistry, engineering, and nursing. Special programs are available in music, art and home economics. Four-year programs preparing for medical and theological schools are also provided.

The faculty consists of twenty-seven full time teachers, forty per cent. of whom hold Doctor of Philosophy degrees. The administrative staff consists of the president, dean, registrar, business manager, director of personnel, librarian, and dean of women. The average enrollment for the past five years has been approximately three hundred students, of whom approximately sixty per cent. are men. All religious denominations are represented in the student body.

Since the first class graduated in 1932, approximately 620 young men and women have received degrees, while approximately three thousand others have been in attendance from one to three years. Approximately fifty per cent. of the alumni are in the field of secondary teaching, while the remainder are distributed among a variety of vocational fields, including business, the ministry, law, medicine, and scientific work.

RICHFIELD SPRINGS

The building of the Great Western Turnpike, and its extension from Cherry Valley to Manlius, brought a flow of travel past a mineral spring which had been known to the Indians, highly regarded by them for its medicinal properties. In 1820, Dr. Horace Manley, a

surgeon-major in the War of 1812, investigated the use of the waters, and began to develop a health resort.

First permanent settler in the village was William Tunnicliff, third son of John Tunnicliff, Sr. He built a dam across Fish Creek in 1791, erecting a sawmill. William had been a Revolutionary soldier. His father was a pioneer settler in the town of Exeter, near Schuyler Lake, where he acquired twelve thousand acres of land about 1750. The elder Tunnicliff came from Derby, England, seeking to establish a colony, but during the French-Indian War, buried his possessions and returned to England for several years. In 1758, again coming to America he brought a number of settlers on his own sailing ship from Liverpool. One of these was George Johnson, who located on Oaks Creek, and whose grandson, General William P. Johnson, born in 1810, later conducted the American Hotel at Richfield Springs. Nathan Dow established a tavern at Richfield Springs in 1816.

The elder Tunnicliff built a mansion known as Oak Lodge on the road to Burlington Flats. The family had a number of narrow escapes during the Revolution from Indian atrocities. William Tunnicliff, the third son, was elected one of the town assessors in 1793. He built a tavern on the top of the hill on the Mohawk road known as Tunnicliff Abbey. Other members of the family conducted stores and boarding houses in Richfield Springs in later years. John Tunnicliff, Jr., second son of the pioneer, settled in Albany in 1772, where he became superintendent of town clocks; retiring to a farm at Little Lakes some years later. Obadiah Beardsley, from Rensselaer County, located on Canadarago Lake about 1841.

The Great White Sulphur Springs proved a magnet which by the 1880s made the resort one of the best known in the Nation. Seventeen springs were located in the village. The nearby Canadarago Lake, Otsego and other beauty spots add to the attractiveness of the region for the summer population. Broad, spacious streets and long established hotels and parks give the village a distinctive air. Fishing tackle is manufactured there. The village was incorporated in 1861. Richfield Springs National Bank dates from 1882.

TOWNS OF THE COUNTY

The town of Burlington was formed from Otsego on April 10, 1792. Paul Gardner settled that year. The first mill was erected by Augustus and Adolphus Walbridge. Rev. James Southworth was earliest minister of the first church (Baptist) formed at Burlington Green in 1793.

Three butternut trees growing from one stump or root and marking the boundaries of the Morris and Wharton patents, furnished the name for the town of Butternuts. The town, bisected by Butternuts Creek, was formed from Unadilla, February 5, 1796. Its first supervisor was Louis Franchot. Among its early settlers were Abijah Gilbert and Joseph Cox, who emigrated from Warwickshire, England, in 1787, and came to this area soon after; Daniel and John Eastwood, Gordon and Wyatt Chamberlain, and Dr. John Burgess. The first school in the town was taught by Levi Halbert.

In 1817, Gilbertsville Academy was founded. It flourished until 1895, when it became a union school. Three years later it was made a full fledged high school. A new central school was built in 1931, with all modern facilities. The community's first religious services were conducted in Abijah Gilbert's barn, the First Congregational Church having been organized September 3, 1797. The first church structure was erected in 1805. Dairying is the principal industry of the region. The village has a library, modern fire department and many community organizations.

The town of Decatur was set off from Worcester on March 25, 1808. Its first supervisor, David Tripp, took office the following year. Decatur's pioneer settler was Jacob Kinney, who arrived in 1790, and was followed by Jacob Brown, from Columbia County, in 1797. Its first school was taught by Samuel Thornton in 1798, and its first church was the Union Church, organized in 1807.

Edmeston, named for a colonel in the British Army, was formed from Burlington on April 1, 1808. It is on Otsego County's western boundary.

Colonel Edmeston, an officer in the French-Indian wars, received for military services a grant of land in the present township. With a soldier who had served with him through the wars he made the first settlement.

In its earliest days the limits of the present town were the favorite fishing grounds of Oneida Indian chiefs. Its first religious organization, the First Baptist Church, was established on March 8, 1794, by the Rev. Stephen Taylor, from Rhode Island.

Exeter was formed from Richfield on March 25, 1799, with Thomas Brooks as its first supervisor. Oak Lodge was built by John Tunnicliff before the Revolution. He brought several settlers from England in 1758. The Baptist Church of Exeter was established in 1805 by Elder Haskell, and a year later Azubah White set up the town's first school in a rude log building.

Hartwick, a town near the county's geographical center, was formed from Otsego on March 30, 1802. It is named for the Rev. John Christopher Hartwick, Lutheran Missionary. James Butterfield, a Revolutionary soldier, erected an inn in 1795, which is also the founding date of the First Baptist Church. Hartwick National Bank was established in 1920.

Laurens was formed from Otsego on April 2, 1810. Its first settler was Joseph Mayall, who arrived in 1773. The first town meeting was conducted on March 5, 1811, at Griffen Crafts' house, and Mr. Crafts was named first supervisor. Quaker religious services were conducted as early as 1800. John Sleeper, a Quaker, was a pioneer. Industries include a machine shop, wooden and novelty factory and sawmills. A new central school has been built.

Maryland, in the southern end of the county, was formed from Worcester on March 25, 1808, with Edward Goddard as its first supervisor. The town gained recognition as a manufacturing site, its pioneer businessman, Jerahmeel Houghton, turning out potash soon after the opening of the nineteenth century. Schenevus, named for an Indian chief, is a potato, dairy and poultry center. A new central school has been named for Dr. Andrew S. Draper, Otsego County born State Commissioner of Education. The Schenevus National Bank dates from 1854.

In the 1790s two of Maryland's early settlers, Israel and Elephas Spencer, erected a gristmill near Maryland Station, which eliminated the long, tedious trips to Cherry Valley and Schoharie. Maryland's first church was the Baptist Church of Chaseville, near Maryland station, erected in 1816 with the Rev. N. D. Wright as its first pastor. Acetate of lime is produced in the region.

Middlefield, set off from Cherry Valley on March 3, 1797, was settled a quarter century prior to the Revolution. Its first town supervisor was Samuel Griffen. It had a schoolhouse by 1800, with Master Aplin as teacher, and a post office was set up in 1812 with Willard Griffen as postmaster.

Milford, originally known as Suffrage, was formed from Unadilla on February 5, 1796, and settled by New Englanders. David Cully built the first gristmill in 1788 and within two years Increase Niles was teaching the town's first school. The town's present name was adopted in 1800. Wilber Park, library and Central School are among its features. Celery raising is carried on in the vicinity. The National Bank was established in 1899.

First settled in about 1770, chiefly by men from Albany County, the town of Morris was organized from Butternuts on April 6, 1849. Its first supervisor was James W. Davis. Its Baptist Church dates back as far as 1772. The Morris Union Academic School was established in 1869. The First National Bank was organized in 1893.

New Lisbon, an agricultural town with a soil of clay and slaty loam adapted to grazing land, was set off from Pittsfield on April 7, 1806. Its first supervisor was William Garratt, and its first religious organization, the Baptist Church, was established in 1804 by Elder Seth Gregory.

Otego was organized on April 12, 1822, being known originally as Huntsville in honor of Ransom Hunt, pioneer settler who had come from Bennington, Vermont, soon after the Revolution. The town's name was changed to Otego in 1830. Its first supervisor was Daniel Weller and its first church was the Congregational Church, established on September 17, 1805, with the Rev. William Bull as pastor.

Otsego, oldest town in the county, which includes Cooperstown, was organized on March 7, 1788. Here was the home of David Shipman, the "Leatherstocking" and the "Deerslayer" of James Fenimore Cooper's novels. Otsego had a flourishing industry as early as 1815, when the Hope Cotton Mill was placed in operation. The Methodist Episcopal Church was organized in the village in 1813.

Pittsfield was organized from Burlington on March 24, 1797. First settlers included Aaron Nobles, Hubbard Goodrich and Matthew Bennett. Two years later, March 25, 1799, the town of Plainfield was formed, to be settled by pioneers from New England. Plainfield's first supervisor was Samuel Williams.

The town of Roseboom was organized November 23, 1854, and named from Abram Roseboom, pioneer of the town. Its first supervisor was Luther J. Rice. The town of Springfield was formed from Cherry Valley on March 3, 1797, its New England settlers bearing many of the names one still may find in the section today. Springfield's first supervisor was John McKillip and its first religious organization the Baptist Church, established in 1787 by Elder W. Bentley. Hop growing was once a leading industry.

Near East Springfield was the home for a time of Squire Whipple, the inventor of the iron truss bridge. He was born at Worcester,

Massachusetts, in 1804, his family moving to Otsego County in 1817. In this vicinity Whipple grew up. He attended Hartwick and Fairfield academies and Union College, then entered upon an engineering career. He was engaged in surveys on the Erie Canal in 1833-36, and also worked for the New York & Erie Railroad. He designed a weigh lock for the Erie Canal. In 1840 he began building iron truss bridges over the Erie Canal, about which there was at first much skepticism.

In 1847 he wrote a book on bridge stresses, giving formulae for use of metal structures, which attracted much attention since it removed bridge building from the practical to the scientific method. In 1852-53 he built a 150-foot long wrought and cast iron bridge for the Rensselaer & Saratoga Railroad, which was used for thirty years. In 1870 he developed a counterbalanced vertical lift drawbridge for the Erie Canal. He lived in Utica from 1833 to 1850 and in Albany after that date. He is known as the "Father of Iron Bridges."

Unadilla, also settled by New Englanders, is one of the county's oldest towns, having been organized on April 10, 1792. Located at the junction of the Unadilla and the Susquehanna rivers, Unadilla early took its place in the forefront of manufacturing. Old records state that in 1810 there were sixteen sawmills, five distilleries, five grain mills, fourteen schoolhouses and a stone quarry there. Noble & Hayes established a store, in 1800, which became famous. A newspaper, the Susquehanna "News," was issued in 1840.

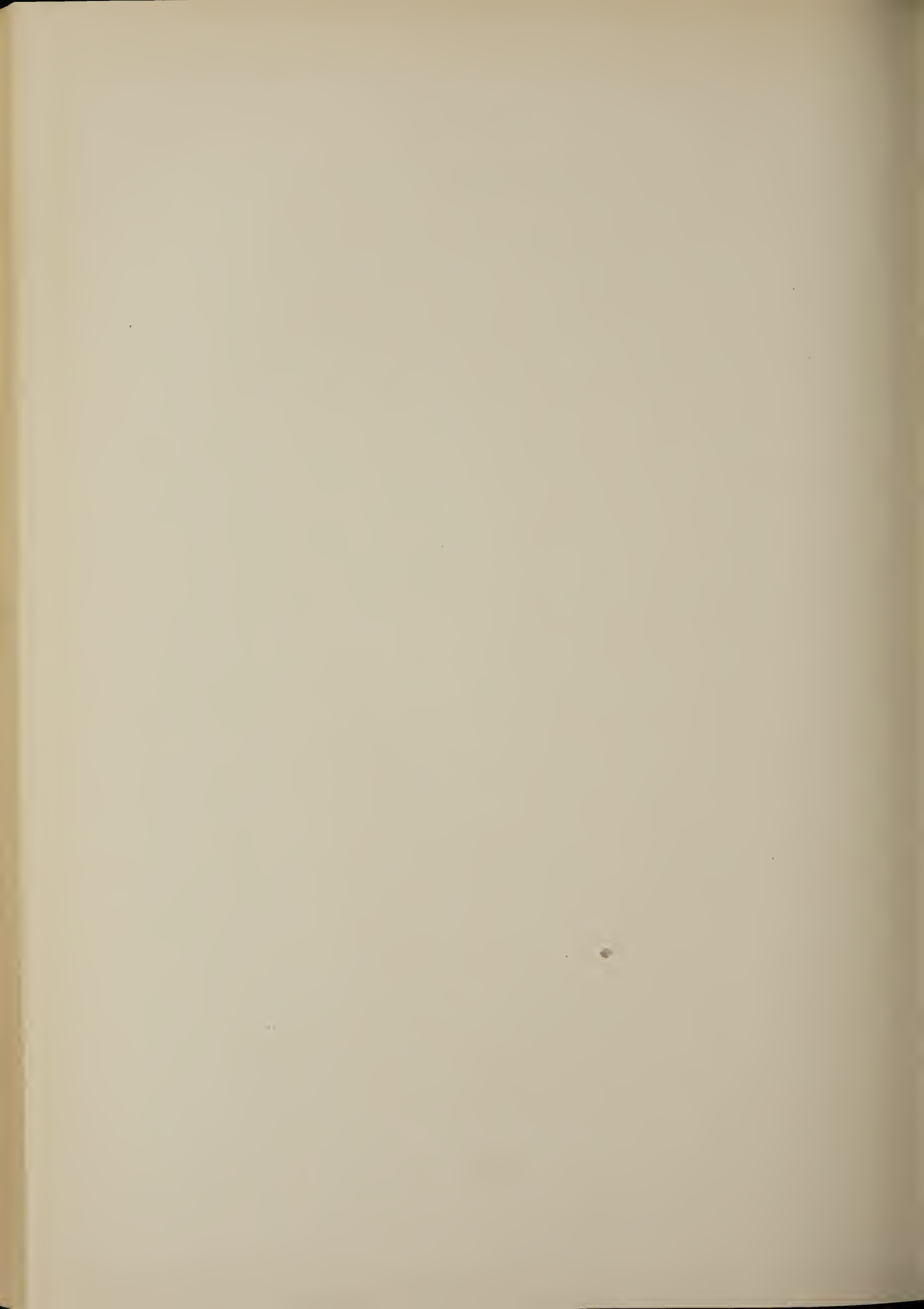
Sawmills prepared great quantities of lumber for the Baltimore markets. The townsmen also exported potash, wheat, dried apples and whiskey, great arkloads of produce making trips down the Susquehanna River regularly. These arks were from twenty to thirty feet long and fifteen to twenty feet wide, and when the river was high ten tons of freight could be transported aboard each vessel. Three to five arks were hitched together. Men using long poles or oars steered them from each end of the line, under the direction of a pilot.

Unadilla was named by the Indians, the word meaning "the place of meeting." The town's first supervisor was Daniel Bates. A school was in existence prior to 1813, and the first religious organization, St. Mathew's, was organized in 1809. The Unadilla Academy was established in 1851 with Dewitt Barker as its first principal. On Onleont Creek, near Unadilla, is a covered bridge built in 1874. Silos, road-making machinery and brooders are among Unadilla's

manufactures. The village has two hotels, public library, community house, athletic fields and other facilities. The Unadilla National Bank was founded in 1909.

Westford was set off from Worcester on March 25, 1808. Robert Roseboom, a native of Holland, and a Revolutionary soldier, settled on a farm there in 1787, buying 250 acres from John Van Ness, of Albany. It had early wagon and harness making industries and was a large center of hop raising. Dr. Andrew S. Draper, first State Commissioner of Education, was born there and taught in Westford Literary Institute, established in 1865. The Methodist Church dates from 1790; Baptist (since discontinued) from 1825; and St. Timothy's Protestant Episcopal Church from 1840.

Worcester, first settled about 1788, was organized from Cherry Valley on March 3, 1797. One of the pioneers was Silas Crippen, who became an Assemblyman. Another of the settlers, Aaron Champion, built a shop near the gristmills built by his brother, John Champion. He made machinery for carding wool. Isaac Lane, a Revolutionary soldier, built the first sawmill. At Worcester the Daughters of the American Revolution Chapter has charge of a three-pound cannon captured at Bemis Heights, which formerly belonged to the Worcester Artillery Company.



Reference Works

A bibliography for a work of this kind would necessarily become elaborate and bulky. In addition to authorities, including those named below, the author has had access to many private papers, documents, researches and other source materials which have shed an interesting light on important episodes. Some of this material appears for the first time in print. One of the important new collections acquired by the State in 1941 was the Rufus A. Grider Collection of original drawings and descriptions of pioneer buildings, forts and frontier relics in the Mohawk and Schoharie valleys. The acquisition was under the direction of Robert G. W. Vail, State Librarian. Grider's work is in all respects remarkable for its faithfulness and painstaking care, and of exceptional value to the researcher. The Schoharie County Historical Society has a number of Grider items, including copies of Indian deeds and drawings of early buildings. A list of reference works is often of interest, and is appended for those who may desire to pursue specific phases of the history of the Capital Region of New York.

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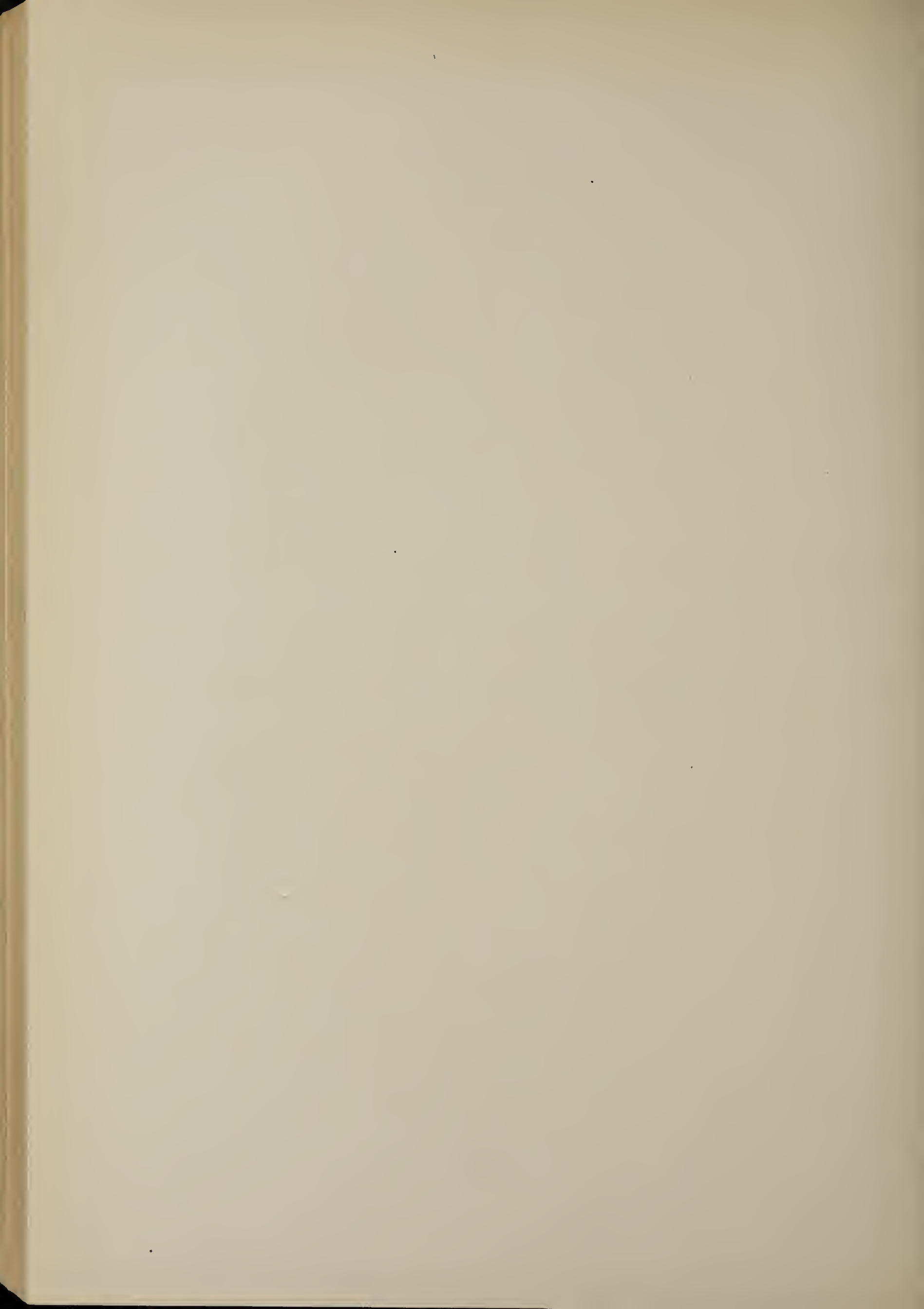
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